

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, APRIL 28, 1860.

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SATURDAY, APRIL 28, 1860.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 28, 1860.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 323.)

So far I have only referred to the lattice and Warren girders as constructed in England. Similar results will be found in a comparison of the tubes, with iron girders built in the United States; but one example will suffice. The Bridge across the Green River on the Louisville and Nashville Railroad invented and constructed by Albert Fink, Esq., Civil Engineer, is a fine example of what may be accomplished by a judicious use of the right material in the right place and disposed in the right form.

This bridge is 987 feet in length consisting of three spans of 206 feet each in the clear, and two spans of 180 feet each. The top chords or straining beams and all parts subjected to a compression strain are of cast iron. The tension rods and all parts subject to similar strains are of the best charcoal wrought iron. The upper chords or straining beams consist of cast iron cylinders, 12

inches outside diameter and 10 inches inside diameter. These rest at their centres upon cast iron posts of the same size, which are supported at their lower ends upon wrought iron tension rods or chains, of bars attached to each end of the straining beams, altogether forming a simple triangular suspension truss sustaining the middle of the bridge.

Similar posts sustain the straining beams at points half-way between the centres and the ends; and those in their turn resting upon tension rods attached to the straining beams at the ends, and immediately over each centre post. These tension rods in connection with the posts and straining beams form secondary triangular trusses which hold up the quarter points. The intermediate spaces are again divided forming eighths which are similarly sustained by posts, and chains attached to the straining beams immediately over the quarter posts.

Again these spaces are divided and the straining beams supported by shorter posts and chains attached as before at the top of the eighth posts. Thus the whole length is divided into 16 spaces or panels of 12½ feet each—the whole truss being a combination of simple triangular suspension trusses. All the tension rods or chains are provided with screws and keys by which their length can be adjusted and any desirable degree of camber can be given to the truss at any time.

The arrangement permits of the strains upon every part being calculated with the greatest certainty, and is such that the different parts may be connected with the smallest quantity of superfluous material.

The track rests upon cast iron arch floor beams running across between the heads of the posts which are tied together by wrought iron rods. The longitudinal track stringers are of wood. When the tracks are between the trusses, bottom chords are put in connecting the feet of the posts.

These bridges have been constructed on several roads in this country. On the Baltimore and Ohio and North Western Virginia Railroad there are 112. some of them of 205 feet span. They have been used 7 years without an instance of failure.

The "ponderous" size of the parts has not yet reached the limit of practicability feared by Mr. Clarke in the case of the Warren girder.

In the Green River bridge the area of the straining beams in the long spans is 40.86 inches each, and the strain per square inch, when the load is 336 net tons, which includes the weight of the bridge and track and a rolling load of one ton per foot, is 6½ tons.

The tested ultimate strength of the chord is 32½ tons per square inch so that the factor of safety is 5. The greatest strain to which the tension rods can be subjected, is 18,000 lbs. per square inch, and their ultimate strength according to the tests made by the builder is 78,000 lbs. The factor of safety is therefor 6. The actual weight of the bridge excluding the track, is 112¾ net tons; including the track 130 tons.

The total cost per foot was £13 15 sh.

The weight of a bridge of this description of 242 feet span with the same factor of safety would be as follows:

Cast iron.....	182,000 lbs.
Wrought iron.....	132,500 "
Floor and track.....	70,000 "

Total.....385,000 lbs.
or 192½ net tons, and the cost would be £17 per foot.

The following is a comparison with the Victoria Bridge.

	Fink's Girder.	Victoria Tube.
Total weight.....	192½ tons.	395 tons.
Relative strength or least factor of safety with a load of 1 ton per foot.....	5	3.7
Cost per foot.....	£17	£57

The Fink girder, therefore, weighs 128½ tons less, and the factor of safety is 55 per cent. greater. The cost is less than ½.

The Green River Bridge is erected at an elevation of 115 feet above ordinary summer water, or nearly twice the height of the Victoria tube, and costs but about as many dollars per foot as the Victoria bridge cost pounds.

This is another practical demonstration of the difference between a structure combining the strongest material in the best possible forms, and one combining the weakest material in the weakest form, and like all the other examples mentioned, it conflicts directly with Mr. Stephenson's theory, that no matter what the description of

girder, they must all be alike in amount of effective material if of same length and depth and designed to sustain the same load.

There is very little difference in cost per ton between the Warren and lattice girders.

It may fairly be assumed that as a question of the practicability of spans of 242 feet upon either design, Mr. Clark was too enthusiastic in his advocacy of the tubes and anticipated difficulties in the "ponderous" size of the parts which have no existence. The Boyne Viaduct is the largest example of the iron lattice bridge in England, but much larger spans have been executed on the continent without meeting with any difficulty in "connecting the parts." A bridge of this description for the Royal Eastern Railway of Prussia has been constructed across the Vistula, consisting of six spans of 397 feet each. None of these bridges have failed, although there have been instances of failures in some constructed of boiler plate. In the *London Engineer* of March 9th it is remarked: "The alleged weakness of the Torksey Bridge is still fresh in the minds of Engineers; and the Spey Viaduct has more recently furnished the profession with another illustration of the possible insecurity of structures of that description."

It is quite difficult to understand why the Warren girder should involve any greater difficulty in its construction from the "ponderous" size of its various parts, than any other open-sided girder of the same span. It is quite certain that the weights called for in Mr. Liddell's statement do not begin to reach the point of impracticability. In the Newark Dyke bridge it appears this difficulty was not found, and it is no less certain that, until you require the span at which this point of impracticability is reached, the principal argument for the necessity or propriety of the adoption of tubes does not commence, for up to this limit as Mr. Liddell says—whatever be the form—whether as regards might or economy for the same strength, trussed girders are to be preferred to tubes. The tube may come in at this limit, not because of its less cost, or less weight, or greater strength, but simply because, no matter what the span, the weight of each individual part is not seriously increased. It has a greater number of parts merely.

But the examples of trussed girders already erected have not yet determined the limit of span which may be reached, and it is quite doubtful whether the limit of the tube is not reached before that of the truss. In all spans yet constructed the greater cost of the tube has been conceded. The *London Engineer* from which I have quoted, says: "We believe, for equal weights the lattice system is much the cheaper, and on most of the German and Swiss railways where economy is especially considered, the lattice system is almost exclusively adopted. Even in France the tubular system is being abandoned and the lattice system re-introduced in its stead." If for equal weights the lattice is cheaper, it must be cheaper for equal spans, for the tube unquestionably is a combination of the weakest and most expensive material in the weakest form and therefore requiring the greatest weight for a given strength.

It is a most remarkable thing that the "primary and essential" principle which pertains to all girders, viz: that the strength is in the top and bottom requiring the material to be concentrated

in these points and at the greatest distance from the neutral axis, and which was so well understood and applied in the wooden bridges of America years before the conception of the Britannia Bridge, should have required such an elaborate and expensive series of experiments as were made for that structure, to develop it, and that so self-evident a principle should not have been acknowledged as a starting point, instead of commencing with cylindrical and elliptical tubes.

It was only after the most elaborate trials with such forms that experiments were made upon rectangular tubes, and not until then that Mr. Fairbairn came to the conclusion that these forms "possessed marked advantages, and that they were not only the strongest but the best adapted, either as regards lightness or security."

As early as 1838, the question as to the propriety of tubes for certain bridges upon the New York and Erie Railroad was discussed by Engineers upon that road; but it was so well understood and admitted that the rectangular form was the proper section, that nothing more than a mere allusion was made to any other.

The conclusion arrived at by this discussion was that the expenditure, which iron tubes would call for, was not "judicious"—that the requisite strength could be obtained with wooden structures as readily, as with tubes, and the application of the commercial test, showed that the interest on the difference of cost would rebuild the wooden bridge every three years, while it was well known that without the slightest protection from weather it would last four times this period.

I propose, first, to compare the relative merits of the wooden truss and tube for such spans as are adopted in the Victoria Bridge, disregarding for the time the question of decay. That the practicability of such spans with wood is not a mere opinion, is shown by the many examples that exist in the United States.

1st. The Bedford Bridge (Howe truss with arch,) on the Cleveland and Pittsburg Railroad. The span is 243 feet in the clear; single track; height 20 feet. Was constructed in 1850 at a cost of £6 per foot.

2d. The bridge on the Rochester and Lockport Railroad (Howe truss without arch,) 24 feet high. The span is 230 feet in the clear was built in 1853, and cost for a single track £7 per foot.

3d. A bridge on the Washington Co. Road in Texas (Howe truss without arch); 25 feet high; 250 feet span in the clear; lately built and cost £12 per foot. The wood is southern pine.

4th. The bridge at Bellows Falls across the Connecticut River, (Howe truss with arch) single track; 23 feet high; two spans, 250 feet in the clear each. Built in 1850 and cost £7 per foot.

5th. The bridge at Rock Island (Howe truss with arch); 23 feet high; 5 spans of 250 feet each. Built in 1854 at a cost of £10 12 sh. per foot. All the timber is planed.

6th. The bridge on the La Crosse and Milwaukee Road over the Wisconsin River (Howe truss with arch); 22 feet high; 246 feet in the clear, built in 1857 at a cost of £13 per foot.

7th. Bridge across the Miami river on the Ohio and Mississippi Railroad, (McCallum truss with arched upper chord); 20 feet high at middle, 27 feet at ends; 6 spans, 210 feet in the clear each;

single track. Constructed in 1852, at a cost of £8.10 per foot.

8th. The bridge across the Delaware river on the New York and Erie Railroad (McCallum truss); 30 feet high at middle, 20 feet at ends; double track; 2 spans, 262 feet each in the clear. Built in February, 1855, at a cost of £8.10 per foot.

9th. Bridge across the Walkill on New York and Erie Railroad (McCallum truss); 27 feet high at middle, 20 feet at ends; 210 feet span in the clear; double track. Built in February, 1853, at a cost of £8 per foot.

10th. Bridge across Susquehanna river, (McCallum truss); 27 feet high at middle, 20 feet at ends; 188 feet clear span. Built in November, 1851, at a cost of £7 per foot.

11th. The bridge across the same river at Daphin, near Harrisburg, Pa., on the Northern Central Railway, (McCallum truss), 17 spans, 210 feet each; 1 span, 150, and 1 of 110 feet. Built in 1857, at a cost of £6 per foot.

12th. Clinton Bridge across part of Mississippi river on Galena and Chicago Railroad, (McCallum truss), 7 spans, 200 feet clear each. Built in 1859, at a cost of £5 15sh. per foot.

13th. Mill Creek bridge on the Ohio and Mississippi Railroad, (McCallum truss); 2 spans, 218 feet. Built, 1859, at a cost of £7 per foot.

Many more examples might be cited, but these are sufficient to demonstrate the fact, that spans of 242 feet, with wooden trusses, are practicable, and argument on this point is unnecessary. The cost for single track, it will be seen, averages about one-seventh the cost of the Victoria tube. Our much abused wooden trusses, which in the recent furor for iron structures, have almost come to be looked upon as man traps, have then "safely" carried their loads across spans equally as great as the Victoria tube; and considering the great number of such structures which have been built in this country, the statistics of accidents will, I think, show a less proportion of failures than among iron bridges. One thing, however, is quite beyond dispute, that where failures have occurred, they have not been from any defects in the wooden parts, which are easily inspected, but from defects in the iron portions, which the closest inspection could not detect. A bridge, on the Howe plan, on the Grand Trunk Railway, over the Magog river, broke down, about three years ago, with two engines upon it. A careful examination showed conclusively that it was the fault of the iron, and not the wood.

A bridge of the same construction, nearly new, on the same road, near Lenoxville, broke down a few months ago with a freight train upon it. An examination proved that the cause of failure was the weakness of the iron suspension rods, which had been used in the old bridge, but had been welded, in order to lengthen them for the higher trusses of the new structure.

It must be noted, also, that these failures occurred during cold weather, and the presumption is that having been screwed up too tightly during the previous summer, they were not able to withstand the strain due to the contraction produced by extreme cold. It is a question worthy of serious consideration also, whether the inherent strength of the iron was not impaired by a change of its structure during the extreme cold, aside

from any increased strain upon it. The fact that the failure of our iron structures of all kinds, and of our wheels and our axles, almost without exception, occurs at a low temperature, presents an element worthy of the most serious consideration when comparing the merits of iron and wooden bridges. When, therefore, a wooden bridge fails where the most ordinary care only is exerted in its inspection, the inferences that are drawn against wood for such structures, it will be found are not warranted by the facts.

Now let us examine how far wood will compare with boiler plate, in fulfilling the conditions necessary in a proper structure, and first which has the greatest strength for a given weight of material.

The strength of boiler plate, arranged in the tubes, as before given, deduced from experiments made for the Britannia bridge, was an average of 18.6 tons per square inch for tension, and 14.8 tons for compression or flexure.

Various experiments upon white pine (the material usually adopted in our American wooden trusses) give us a very low value of its resistance to compression, as usually arranged in the upper chords of these trusses, $2\frac{3}{4}$ tons per square inch, and as a tensile strength, 6 tons per square inch.

The weight of a cubic inch of boiler plate is 0.2816 pounds. The weight of a cubic inch of white pine is 0.0171 pounds—iron weighing $16\frac{1}{2}$ times more than pine. For the same amount in weight, then, as arranged in the top and bottom of these bridges, the relative tensile strength of boiler plate and white pine is—

Boiler plate 1.
White pine 5.3

And the relative resistance to flexure is:

Boiler plate 1.
White pine 3.06

So far, then, it would appear that white pine fulfills one of the conditions necessary in a proper structure, to such an extent, that disregarding the necessities of the connection of the various parts, the same strength can be obtained with less than one-third the weight in the top, and less than one-fifth the weight in the bottom that is required with boiler plate.

It has been shown that about 80 per cent. of the material in the bottom of the tubes, about 15 per cent. in the top, and about 60 per cent. in the sides, is non efficient, that is, that this proportion of superfluous material is necessary for the connection of the plates and stiffening the sides.

(To be continued.)

Railroad Subscriptions.

The Common Council of Selma, Ala., have subscribed to the various railroads as follows:

To the Selma and Gulf Railroad, \$60,000, in ten year bonds, bearing 8 per cent. interest, paid annually, and when the bonds are paid by the city, the city owns that much stock in that road.

Ten thousand dollars to the North-western Railroad, in ten year bonds, bearing 8 per cent.; the Alabama and Mississippi road is to pay the interest annually until the bonds mature, and when paid the city is to own that much stock in the road.

One hundred thousand dollars to the Alabama and Tennessee Railroad, in ten year bonds, bearing 8 per cent., which is to be paid annually by the Alabama and Tennessee road, until that road is put in complete operation to Gadsden; after that the city to pay the interest, and when the bonds mature and are paid, the city is to own that much stock. The city already has \$100,000 bonds out which have been used by that company.

It is contemplated for the city to issue \$50,000 worth of bonds to the Alabama and Mississippi road, bearing 8 per cent. for 15 years interest payable annually by the city. The city already has \$15,000 of bonds out for this road.

Great Western Railway of Canada.

The half-yearly report of the Directors of this road, made at the recent meeting of the English shareholders in London, states that the receipts on capital account for the six months amounted to £175,553, making the total receipts on that account to the 31st of January last £5,160,267. The expenditures on construction account for six months amounted to £11,720, in round figures, to which is to be added £15,665 of the authorized loan to the Detroit and Milwaukee Railroad. The outlay for new works was only £356.

The following is a statement of the business of the road for six months:

Amount of half-year's traffic and rents	£207,502	19	6
Less working expenses and renewals, &c.	125,284	9	9

Leaving a net revenue of....	£82,218	9	9
Adding surplus from last half-year	8,167	15	1

Total	£90,386	4	10
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From which the following deductions have been made:

Balance of general interest account.....	£30,063	13	5
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Paym't on accounts of the Dejardins and Flambo accident.....	5,779	16	10
Proportion of bad debt account....	1,186	9	10

.....	£37,030	0	1
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Six m'ths' interest on Detroit and Milwaukee loan to Jan. 31, 1860, not received....	12,044	16	2
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.....	£49,074	16	8
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Leav'g an available bal'ce of.	£41,311	8	7
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Out of which the Directors recommend the payment of a dividend at the rate of 2 per cent. per annum, which will absorb £31,693 12s., leaving a balance to be carried to the credit of next half-year's account of £9,617 16s. 7d.

The traffic during the last half-year, as compared with that of the corresponding period, shows a decrease of £3,480 12s. 10d.

In the passenger traffic there is a considerable falling off, as compared with the half-year ending 31st January, 1859; but this decrease did not permit of any diminution in the number of passenger trains, and, consequently, the expenses in this department could not be materially reduced.

In the goods traffic, on the other hand, there is an increase of £14,379 13s. 10d., or 20 per cent., and, in the weight carried, of 22,286 tons, or 29 per cent. The mileage of all trains has increased to 578,312 in the last half-year, as compared with 518,858 in the corresponding six months; but the cost per mile has been reduced from 4s. 2d. to 3s. 10 $\frac{1}{2}$ d., which is the lowest rate at which the trains have been worked since the opening of the line.

Referring to "the disastrous and impolitic competition of American lines," the Directors present a tabular statement, showing that the large increase which has taken place in business has not been attended with a corresponding increase of receipts. Thus, while the total business of the half-year was far in excess of that of any preceding half-year, with a single exception, the total receipts were not more than three-fourths of those of the year in question.

The Corn Trade of Illinois.

The Chicago Press and Tribune publishes an elaborate article on the "Illinois Corn Trade," from which we select the more important facts as follows:

The crop of 1859, as is already well known, was good all over the West, with the exception of some portions of Northern Illinois, Wisconsin and Northern Iowa, where much injury was sustained by the frosts. In Central and Southern Illinois it is known to be large—perhaps larger than ever before in the history of the State. Under ordinary circumstances, therefore, prices would have been low; but as the crop of 1858 was a partial failure, and the country almost entirely bare of corn, before the new crop was ready for market, it altered somewhat the aspect of affairs in this particular.

The following table shows the receipts of corn at Chicago from the 1st of January to the 1st of April for seven years:

1860.....	bushels.	1,915,706
1859.....	"	427,739
1858.....	"	137,118
1857.....	"	251,549
1856.....	"	458,940
1855.....	"	410,185
1854.....	"	413,065

There has been already delivered of the crop of 1859 as follows:

Rec'ts at Chicago from Nov. 1 to April 1, 3,027,181	
" Joliet, for Cut-off.....	123,000
" Cairo.....	165,034
" St. Louis from Jan. 1 to April 1.	988,463
" St. Louis in Nov. and Dec. (est.)	60,000
Shipped east by Cairo and Mississippi Quincy and Toledo and Terre Haute and Alton Railroads, (est.).....	750,000

Total bushels	5,058,683
---------------------	-----------

Of the 3,027,184 bushels received at Chicago, there were in store on the 31st inst., 1,178,660 bushels, and there have been shipped about 1,200,000 bushels, of which 55,497 bushels were sent north by the Chicago and North-western and Chicago and Milwaukee Railroads, and the balance to the east. Of this amount 500,000 bushels have been shipped by rail, and 700,000 bushels before the close of navigation last year. The following table shows the shipments of corn from Chicago, from Jan. 1 to April 1, for seven years:

Shipments of Corn at Chicago from January 1, to April 1, for seven years.

1860.....	bush.	380,734
1859.....	"	130,252
1858.....	"	29,919
1857.....	"	22,771
1856.....	"	9,830
1855.....	"	30,204
1854.....	"	42,477

From the foregoing it is evident that now at the opening of navigation, we find that 5,058,683 bushels of the corn crop have already been marketed, when under usual circumstances deliveries have only commenced.

The following table shows the prices of corn in this market, on the 1st days of January, February, March, April and May for seven years:

	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.
1860..	46a47	42a48	42a44 $\frac{1}{2}$	40a43
1859..	51a53	62a63	66a69	68a72 $\frac{1}{2}$	69 a72
1858..	30a43	30a43	30a40	34a35	37 a45
1857..	38a39	41a43	40a42	37a37	57 $\frac{1}{2}$ a60
1856..	a50	40a42	a40	40a41	36 a37
1855..	43a44	a51	50a51	51a55	67 a69
1854..	33a40	45a45	40a50	43a44	43 a45

With regard to 1856, as compared with the present year, it is proper to state that at the opening of navigation in 1856, there were in New York upwards of 1,000,000 bushels of corn in store, and there was a fair stock of old corn all over the country. This year it is very different, as all who have any knowledge of the corn trade know.

In estimating the corn crop of Illinois, the crop of 1855 is usually placed as the largest ever

known. Of that crop in 1856, the receipts at Charleston amounted to 11,888,398 bushels, and only 458,940 bushels were received before the 1st of April. In the same year the receipts at St. Louis amounted to only 1,093,864 bushels.

Main Trunk Railroad of Georgia.

The directors of this road for the current year, are—J. Screven, W. H. Hodgson, Hiram Roberts, W. H. Wiltberger, Savannah; J. W. Spain, Brooks County; A. T. McIntyre, E. R. Young, of Thomas Co.; E. J. Munnerlyn, of Decatur Co.:

Mr. J. Screven was elected President and H. Roberts, Vice President of the company. The road is now opened to the Allapaha, 138 miles from Savannah. From the Allapaha to the Withlacoochee river is a distance of 24 miles. The cars will run to this point in July; the road having been already, for the most part, graded, and the iron provided. The Withlacoochee station is distant 167 miles from Savannah. From that point, Thomasville is only 82 miles. The whole road to Bainbridge, 38 miles further, is under contract, and must be graded by January, 1861.

North-eastern Railroad.

The Annual Meeting of this Company was held at Charleston, S. C., on the 4th inst. The following gentlemen were elected directors: Hon. Chas. Macbeth, Hon. Mitchell King, Col. Allan Macfarlan, John Ravenel, Esq., Smith Mowry, Esq., and Edward Sebring, Esq.

The report of the president and directors for the fiscal year ending Feb. 29th 1860, was presented, from which we learn that the gross earnings were:

From Passengers.....	\$89,428 54
" Freights.....	149,782 27
" Mails and Minor Sources.....	37,903 13
	\$277,113 94
Less Operating Expenses.....	154,850 72

Balance.....\$122,263 22
Which is equivalent to 6-38 per cent, on the entire cost of the road.

A comparison of the gross earnings the past, with those of the preceding year, shows the following result:

	1858-59.	1859-60.	Increase.
From Through			
Passengers...	\$16,447.46	\$49,146.96	\$2,699.50
From way do...	32,241.78	40,281.58	8,039.80
From freights...	108,271.46	149,782.27	41,510.81
From mails, etc...	33,053.04	37,903.13	4,850.09

\$220,013.74 \$277,113.94 \$57,100.20
—or 25.99 per cent. The report says:

The increase in receipts from through travel has been inconsiderable, owing, with other causes, to the delayed completion of the roads southward of us, from which we are to reap the important advantages of a direct connection with distant points in the South and Southwest.

The operating expenses have been 55 88 per cent. of the gross earnings, a ratio which, notwithstanding the closest economy in our expenditures, we have failed in reducing to the level generally attained by other roads. Circumstances have forced upon us the continuance of a double daily passenger service, in connection with the roads north of us, at an equal expense, though without a proportionate revenue to that accruing to them from the performance of a similar service.

We have disbursed during the year, under the head of Extraordinary Expenses, and carried to the debit of construction account, the sum of \$60,204 32 for additions to property, &c., the items of which are stated in the Superintendent's Report.

The cost of the road, inclusive of these, with its

real estate, interest, losses on sales of bonds, &c., as shown in the Treasurer's statement, is.....\$2,053,315 13
From which deduct net proceeds of transportation to be carried to credit of construction account.... 122,263 22

And we have as cost of road, 29th of Feb., 1860.....\$1,931,051 91
The construction account remains open, as expenditures have yet to be made for necessary improvements, outfits, rights of way unsettled, which properly belong to the cost of road.

The indebtedness of the company is as follows:

Capital stock.....	\$897,200 00
First mortgage bonds.....	700,000 00
*Second mortgage bonds.....	105,800 00
*Preferred stock.....	104,200 00
Bonds for real estate.....	43,910 00
Bills payable.....	105,590 56
Open accounts.....	8,184 85

\$2,054,885 41

Assets on hand applicable to above:

Second mortgage bonds..\$50,800 00	
Stock in Cheraw and Darlington Railroad.....	22,597 40
Stock in Florida Steam Packet Co.....	6,000 00
Post office dues.....	18,134 88
Florence Hotel.....	11,934 41
Bills receivable.....	3,505 12
Cash.....	10,862 19
	123,833 50

\$1,931,051 91

Which corresponds with the cost of the road as stated above.

Having excluded from the assets certain real estate, which can be disposed of, as unnecessary to the company's operations, we may assume that the amount so to be realized would cover any probable deficiency between their par and actual value. An examination into the comparative financial condition of the company on February 28, 1859, and February 29, 1860, will show that while the company's debt has been increased \$15,544 49, additions have been made to its property of \$60,204 32.

We take pleasure in reporting to you the generally good condition of the road and its machinery. Our rolling stock, consisting of twelve locomotives, eight passenger cars, five second-class, sixty-two box, forty-six platform, and four stock cars, has been found inadequate for the increasing business of the road. Within the past two months we have failed for want of facilities, to move the freights as promptly as otherwise should have been done, and hence it will be necessary to order forthwith another freight engine and twenty box cars.

The extension of our yard accommodations for the reception and delivery of cotton, have fully answered their purpose, but those of our freight depot are still insufficient, and will require immediate enlargement. A new and substantial wharf, of palmetto, has been built, and the one originally constructed upon piles, is being replaced by a larger and more permanent one, also of palmetto. With these facilities, proper despatch can be given to vessels arriving there with cargoes of coal, iron and locomotives, to be forwarded by our own, and the South Carolina road, with which we connect at Rikersville. The gross income the past year from this source was \$6,708 80.

This review of the company's operations the past year, should be accomplished by a brief reference to the circumstances which will most probably increase our revenue the ensuing year.

The interests of the road, and, indirectly, those

* The amount in Second Mortgage Bonds is \$300,000, but as the Preferred Stock, to the extent of its issue, is secured by the deposits of a corresponding amount of the Second Mortgage Bonds in the hands of three trustees, this liability is expressed in the aggregate under the above items.

of our city, have required us to connect twice daily with the through mail passenger trains of the roads northward of us; and, by a comparison of results, you were shown a material deficiency in our passenger service. This disparity arises from the fact that they constitute one of the main channels through which the travel between the North and South is constantly flowing and re-flowing, passing by this road, and the city of Charleston, at Florence. The loss of this travel will the more clearly appear to be the chief impediment to our success, from a comparison of our receipts from freights the past year, with those of the Wilmington and Weldon road (which is now paying annual dividends of eight per cent.); ours have been \$1,468 per mile of road, against \$998 per mile on the Wilmington and Weldon road. The latter was opened twenty years ago, and has had the advantage of that period for the development of its resources; while this road was only opened for through business in October, 1857. That our freights are to increase can be safely assumed—the question, therefore, of greatest interest with us, is the probability of an increase in our revenue from passengers, and the means by which it is to be effected. The reply to this is:

First, By the completion of the Charleston and Savannah Railroad to the Savannah river, whence a temporary connection will be made with the city of Savannah; and thence by the Central road of Georgia, with Macon, Montgomery, Mobile and New Orleans. Arrangements are now pending for the formation of a through ticket between New York, Philadelphia, Baltimore, and the above named points, via Charleston and Savannah.

Secondly, By the continuance of the present daily line of steamers to Fernandina, connecting us at that point with the Florida Railroad, which will be opened in June next, to Cedar Keys, and with the Florida, Atlantic and Gulf road, just finished to Lake City, and there connecting with the Pensacola and Georgia road, now being built towards Tallahassee, with the prospect of completion by October next. From Tallahassee to St. Marks the road is already built, which will open to us this second outlet upon the Gulf of Mexico.

The following is a statement of the affairs of the North-eastern Railroad Company on 29th February, 1860:

RECEIPTS.

From bonds given by the company in part payment for real estate.....	\$43,910 00
From instalments on stock.....	897,200 00
From sale of 1st and 2d mortg. bonds.....	845,000 00
From notes to banks, etc.....	105,590 56
From preferred stock.....	104,200 00
From gross transportation.....	\$277,113 94
Less expenses.....	154,850 72
	122,263 22
From open accounts.....	8,184 85
	\$2,126,348 63

EXPENDITURES.

Bor construction, equipment, right of way, real estate, interest, &c..	\$2,053,315 13
ON HAND.	
Notes secured by collaterals.....	\$3,505 12
Stock in Cheraw and Darlington Railroad Co.....	22,597 40
Stock in Florida Steam Packet Company.....	6,000 00
Investment in hotel, at Florence.....	11,934 41
Indebtedness of Post Office Department.....	18,134 88
Cash.....	10,862 19
	73,033 50
	\$2,126,348 63

The office of the company is at Charleston, S.

C. The officers are:

President, A. F. RAVENEL.

Superintendent, S. S. SOLOMONS.

Treasurer, C. WILLIMAN.

Michigan Southern Railroad.

Subjoined we give a card of Mr. E. C. Litchfield, touching his connection with this road, drawn forth by a recent statement of its organ, the *Evening Post*, which certainly did Mr. Litchfield great injustice:

My attention has been called to a communication in the financial column of a late number of *The Evening Post*, published during my absence from the city, purporting to be in reply to a card of George Bliss, Esq., President of the Michigan Southern and Northern Indiana Railroad Company. In that communication the following paragraph occurs:

"There is not now, and has not been since the year 1850, but one controlling power in the Board of Directors of the Michigan Southern Company, viz: the so-called Litchfield clique, or 'Single-eye' clique it might aptly be termed, headed by Edwin C. Litchfield, who is now and has been for ten years, with the exception of some seven months, a director in the company, and, with the aid of his friends in the board, has and does now control, it, and no one can or ought to know this better than Mr. Bliss himself."

Let any one should be misled by this palpable mis-statement, I deem it proper to make the following correction:

First. My participation in the "control" of that company terminated in October, 1855. Up to that time I had been one of the active managers; since that time I have not occupied any responsible position in the company, nor have I, in any sense of the word, exercised any "control" in relation to it, except for a period of less than four months, extending from May to August, 1857.

When my connection with it ceased, in 1855, its capital stock and debt were less than \$13,250,000; the gross earnings were nearly \$3,000,000; its stock was current at par in the market; its dividends were satisfactory to its stockholders; its credit was unquestioned, and it had never suffered protest upon its paper, or default in payment of its interest.

Between October, 1855, and the Spring of 1857, during all which time I was absent from the country and had no part in the management of the company, its liabilities for capital stock and debt had increased \$4,500,000, and reached at the latter period \$17,700,000.

For the sole purpose of aiding to provide for that part of the debt which was floating and unfunded, and which then exceeded \$2,500,000, I consented, in May, 1857, to take office in the company temporarily; and I retained that official position less than four months, when I voluntarily retired from it.

Second. During that period of less than four months the board of directors, of which I was a member, provided one million and a-half dollars (\$1,500,000) in money, which was appropriated towards the payment of the company's floating debt—every dollar of which debt had been contracted without any agency of mine, while I was not acting as a manager, and was not even in the country. The \$1,500,000 above mentioned was provided by Capital Stock, and did not add to the company's debt.

Third. I repeat therefore that my connection with the management of the company really terminated in 1855, when its stock and debt liabilities were less than \$13,250,000, and it was prosperous in all its affairs.

It is true that in 1858 I consented to be elected a director—not with any view of again taking office in the company, or of being, in any sense of the word, one of its active managers. On the contrary, I consented to be chosen solely because I was then gratuitously and unjustly assailed in the public prints by parties who sought to obtain "control" of the company, and who fancied that that was their best way to attain their object. In 1859 I, by letter addressed to the President of the Company, positively declined a re-election; but, as I was not present at the stockholders meeting, my name was used, and I was chosen, without my

knowledge or consent. During these two years I have neither been, nor sought, nor desired to be, one of the active managers, nor to exercise any "control" in the management—as every gentleman connected with the company knows. On the contrary, my other engagements have been such that my connection with this company has been entirely nominal.

Fourth. I make this statement, not with a view to reflect upon any administration, or upon any policy of the company, or of any of its managers since 1855; but simply that those who are not familiar with the facts may not be misled by such mis-statements as those in *The Post* to which I have referred. I merely add that I have not taken any part in the canvass now pending with a view to the next election; and it is perfectly well known that I prefer not again to be elected a member of the Board.

EDWIN C. LITCHFIELD.

New York, April 21, 1860.

Life Insurance Companies.

The annual report of the Insurance Commissioners of Massachusetts for the year contains much valuable information. The chapter in reference to Life Insurance embraces a synopsis of all the companies, foreign and domestic, doing business in that State, viz:

Names of Co's.	No. of Policies.	Amount insured.	Net Assets.
HOME COMPANIES.			
Mass. Hospital....	48	\$127,700	\$22,478
N. E. Mutual.....	4,011	13,041,484	1,357,636
State Mutual.....	1,788	2,876,590	351,617
Berkshire.....	860	1,787,650	106,686
Mass. Mutual.....	2,026	4,210,380	183,516
Total.....	8,733	\$22,048,804	\$2,021,933
FOREIGN COMPANIES.			
Mutual Life, N. Y. 11,619	\$37,235,392	\$5,840,150	
Mutual Benefit, N. J. 6,748	22,559,177	2,800,717	
Connecticut, Conn. 9,244	22,701,294	2,528,842	
National, Vt.....	1,122	1,751,539	187,768
Union Mutual, Me. 1,851	4,368,542	582,844	
Manhattan, N. Y. 3,214	10,333,644	670,268	
Charter Oak, Conn. 3,306	6,370,840	322,486	
Am. Temp., Conn. 1,810	2,515,301	108,453	
Knickerbocker, N. Y. 711	1,843,994	110,756	
Equitable, N. Y. 174	808,000	7,974	
Guardian, N. Y. 75	209,300	2,876	
Totals.....	39,874	110,697,013	13,163,083
Totals.....	48,607	132,740,827	15,185,016
N. Y. Life Ins. Co. 4,417	15,284,718	1,767,133	
U. S. Life Ins. N. Y. 2,597	6,375,121	576,664	
Totals.....	55,621	154,400,666	17,528,813

The importance of Life Insurance seems now to be fully acknowledged throughout the United States. The accumulated premiums to meet future losses now amount to nearly eighteen millions of dollars among the companies named above. There are other companies, such as the Pennsylvania Insurance Co., of Philadelphia, the Baltimore Life Insurance Co., and others, whose accumulations added to the above will make an aggregate of twenty millions of dollars, which funds are increasing at the rate of over ten per cent., perhaps fifteen or twenty per cent.

Albany Northern Railroad.

We understand that the track of the Northern Railroad has been relaid from West Troy to Cohoes, and iron is being delivered for relaying to the junction—making in all six hundred tons. The road will be put in thorough repair from the junction to Albany, and making it equal in every respect to the best in the State. We think it safe to anticipate that arrangements will be made in a few days by which passengers will be carried from the depot in Troy, by the way of the bridge, and delivered in Albany, without change.—*Albany Journal.*

Heavy Verdict Against the Hudson River Railroad.

The case of Mrs. Electa Thompson and her husband, John Thompson, against the Hudson River Railroad, to recover damages for injuries sustained by Mrs. Thompson on that road on the 18th of January last, was recently tried in Brooklyn, before Judge Lott and a jury. The facts, as briefly stated in the complaint, are, that on the 18th day of January last, Mrs. Thompson purchased a ticket of defendants at Poughkeepsie for New York. The train was stopped between Sing Sing and Tarrytown to make some repairs, and while at this point was run into by another train, going in the same direction. In this collision, Mrs. Thomas W. Field, of Brooklyn, married that morning, was killed, and several others were seriously injured. Among the latter was the plaintiff in this suit, who had her collar-bone broken and fractured in different places, the bones of one leg, below the knee, and the ankle were broken, and she was otherwise bruised and injured. The defense acknowledged carelessness on the part of the conductor of the train, and, consequently, the case was much simplified.

After examining witnesses to show the circumstances attending the accident, several medical gentlemen were examined as to the character and extent of the injuries sustained by plaintiff. They were of opinion that she would not be able to walk without a crutch for three years or more, and that her shoulder would not be in a condition so that she could use a crutch for several months. After a brief charge from the Court, the jury retired with directions to bring in a sealed verdict. The first ballot stood—five for \$8,000, five for \$7,000, one for \$7,500, and one for \$9,000; and it is understood that they finally agreed upon \$8,000 for plaintiff.

Railroad from Philadelphia to Cape May.

At a meeting of the board of directors of the Camden and Atlantic Railroad Company held a few days since, the following resolution was unanimously adopted:

Resolved, That the President be authorized to negotiate with the Cape May and Atlantic Railroad Company, for a contract with the said Company, to take the projected railroad from Egg Harbor City to Cape Island City on a lease of fifteen years from the completion of said road, at the rate of seven per cent. per annum on the cost of the road, provided the said cost shall not exceed \$500,000, this Company stocking the new road, when finished, and keeping the same in repair during the time of the lease, and allowing the Cape May and Atlantic Company to have the appointment of the two principal station agents, at Egg Harbor City and Cape Island City, and the rent as agree upon, to be first paid out of the receipts from passengers and for freight passed over the new road; provided, that the new road from Egg Harbor City to Cape Island City be completed within two years.

Illinois River Railroad.

The *Chicago Press* states that the work on this road is making satisfactory progress. Thirty miles of the line north from Virginia are completed, and twelve miles south from Pekin are also ready for the rolling stock. A gap of sixteen miles remains to be finished, when the regular trains will at once commence running. It is expected that the entire distance of 58 miles between Pekin and Virginia will be open on or before the 20th of June. Within a month later, the ten miles between Peoria and Pekin will be finished, opening by the Rock Island Railroad to our merchants a new and most important section of the State. The trade from most of it has heretofore gone to St. Louis; railroad communication will, of course, change the current to Chicago.

Acton Copper Mine.

Ten or twelve years ago (in the reports of Sir W. E. Logan in 1847 and 1849) the existence of copper on the south side of the St. Lawrence between Lake Champlain and Quebec was indicated. But he had not then made any minute observations. Subsequently, a rich, large bed of copper ore was discovered in Acton, by Mr. H. P. Merrill on the property of Mr. Cushing, who caused a scientific examination to be made in the summer of 1858. This led to arrangements for working the mine, which were on the whole prudent for all parties, under the direction of L. Sleeper, of Quebec, who had had previous mining experience in Megantic. The operations commenced in September last. The mine is a half a mile south of the Acton station of the Grand Trunk Railway.

Of the unusual richness and purity of a considerable bed of copper ore in this locality, there is not the slightest question. The result of nine weeks' operations was to house 800 tons of ore, estimated to contain about 30 per cent. of pure metal. The working expenses were unusually small; the facilities of carrying the ore to market unusually great and cheap. The value of the quantity housed would be not less than \$45,000. The quantity excavated has not made a very great impression upon the mass in sight.

These facts dispose of the question of value of this bed, and the profit of those who work it. The public question which arises, is of the extent of the ore.

The ore consists of the pyritous, variegated and vitreous sulphurets of copper. The first is the least abundant, the third more than the first, the second most of all. The green carbonate appears at the cracks.—*Montreal Gazette.*

Western Hog Crop.

The Cincinnati *Price Current* states the hog crop of the present year at 2,350,822 in number against 2,465,035 last year, a falling off of 114,213 or 4½ per cent. The crop report by States for the two years is as follows:

	1858-9.	1859-60.
Ohio	638,297	690,858
Indiana	412,289	404,046
Illinois	591,380	504,935
Kentucky	396,117	322,587
Missouri	163,774	190,260
Iowa	153,974	166,546
Wisconsin	33,922	54,500
Tennessee	65,162	36,800

2,495,085 2,350,822

Cincinnati packed the largest number, viz: 434,499. Next came Louisville, 251,870; Chicago, 166,000; St. Louis, 70,326; Madison, Ind., 59,800; Quincy, Ill., 58,583; Milwaukee, 52,000; Keokuk, 49,060; Burlington, 63,600; and Muscatine, 40,000.

Guarantee of Railroad Bonds.

The Supreme Court of the United States, in term at Washington, has affirmed, unanimously, the judgment of the United States Circuit Court for the District of Ohio, in favor of the validity of the endorsement of the Cleveland, Columbus and Cincinnati Company on \$400,000 of the 7 per cent. bonds of the Columbus and Piqua Company, now bankrupt. This final decision is, in every sense, a just and righteous one, though nothing more than the Cleveland and Columbus Company ought, in a proper spirit, to have anticipated, when at the instance of two or three of their repudiating stockholders, they attempted in 1856, to shirk this responsibility under color of an injunction before the courts. The judgment of the Supreme Court is, that the endorsement is valid, and that the overdue coupons must be paid, and all subsequent coupons provided for, as though the obligation was an original undertaking by the Cleveland, Columbus and Cincinnati Company. The principal and accrued interest on the debt is (or will be on 1st April,) about \$540,000.

Yazoo Valley Railroad.

A party has just returned to Memphis from the survey of the proposed Yazoo Valley Railroad, on which they have been employed for the last nine weeks. Along the valley of the Yallahusha for seventy miles, the road runs over ground as level as the prairies, and the price of construction will be very light. There is only one spot of decidedly high land on the route, that is the dividing ridge of the Yallahusha and the Talabatchie Rivers. When completed the traveler from Memphis for Jackson, will proceed by the Mississippi Road to a spot twenty miles below Panola, where he will enter, in the same cars, on the Yazoo Valley Road, which will take him to Jackson in 205 miles, from whence he can pass to New Orleans on the Northern. This route will save a change of cars and sixty miles distance. The entire road will be 135 miles in length. It is expected that ground will be broken during the next fall.—*N. O. Bulletin, April 14th.*

Proceedings against Railroads in Wisconsin.

The Wisconsin papers publish the following synopsis of a recent act of the Legislature, authorizing the cities, towns and counties of the State, which have subscribed to railways, to apply for a receiver in case of default. The provisions are as follows:

Section 1. Provides that in case of such default, heretofore or hereafter made, twenty days having elapsed after default, and three days after demand made of the officer in charge of the corporation at its place of business, the city or town, etc., may apply by petition to the Circuit Court for the appointment of a receiver.

Sec. 2. Directs that the petition shall set forth the default, etc., etc.

Sec. 3. Makes the petitioner plaintiff for the benefit of all holders of bonds or securities.

Sec. 4. Requires the railroad corporation to answer within twenty days after service of a copy of the petition upon the officer in charge. The answer to be under oath. If no answer the petition to be taken as confessed.

Sec. 5. Allows the petitioner to reply or demur to the answer within ten days.

Sec. 6. Provides that if no good defence is set up by the railroad, the Court shall render judgment according to the prayer of the city debt and prior mortgage debts.

Sec. 7. The issues are to be tried as in other civil cases.

Sec. 8. Makes the judgment a lien to be enforced like other judgments, except as otherwise hereinafter provided.

Sec. 9. Allows the petitioner, at any time after filing the petition, upon five days' notice, to apply to the Court or Judge for a receiver, and if the Court or Judge is satisfied of the truth of the petition respecting the alleged neglect to pay the interest as aforesaid, the receiver is forthwith appointed, and is to give bonds to be fixed by the Court.

Sec. 10. Authorizes the receiver so appointed to take possession of, and operate the road, paying the net proceeds into Court.

Sec. 11. Makes the money paid into Court a fund to be distributed among bondholders *pro rata*, according to priority, upon order and notice, to be published in two papers, one at Madison, and one in the county where the Court is held; the notice to be published six weeks, and to fix a day, not less than three months after the date of the order, for distribution. In the meantime bondholders to apply by petition for their shares in the distribution. Subsequent distributions to be made upon notice.

Sec. 12. Gives the receiver all the powers of receivers in other cases.

Sec. 13. Allows execution to be issued only on notice.

Sec. 14. Provides that the receiver shall operate the road till the whole judgment shall be paid.

Sec. 15 and 16. Express the intention of the Act, and repeal former laws inconsistent with this.

Sec. 17. Provides that upon satisfactory security being given for the payment of the interest, the order appointing the receiver shall be vacated.

Sec. 18. Provides that this Act shall not impair existing remedies under mortgage, etc.

Sec. 19. The act takes effect from its passage. It was approved April 2, and published April 3, in the Madison *Patriot* of that date.

The judgment mentioned, it should be noticed, is to be for the city claim and all prior mortgage debts.

Enamel Faced Brick.

At last, then, we have a really noteworthy improvement in the art of brick making. This improvement consists in coating the surface of the common brick, made in the usual manner, with a hard, indestructible enamel or porcelain facing of any desired color, white, straw, slate, drab or sky-blue. It would be hopeless to attempt to describe the extravagantly beautiful effect that can be produced with a front of these bricks if the colors be harmoniously selected and arranged. The celebrated Porcelain Tower of China would have given us some idea of what we may expect from this material, but from the fantastic puerilities of color the Chinese love to indulge in.

We shall not have long to wait, however, to see some buildings faced with this porcelain brick, as the manufacture of them is being driven up as rapidly as possible. For the first buildings that shall be erected of them, we predict extraordinary prices.

Besides their magnificent and dazzling beauty, these bricks necessarily possess many other good qualities; the enamel rendering them perfectly impervious to damp, and incapable of being affected by atmospheric influences. Marble and stone will hardly ever be used again for veneering the fronts of houses wherever these bricks can be had. We have never seen a marble or stone front a tithe as beautiful as these can be made to look.

It remains only for us to say now, that we understand that the cost will not be very great, the enamel being made principally of cheap and easily procurable materials; the crystallized quartz and felspar entering largely into the composition—the owners of the patent are Messrs. Clark & Johnson, of Bennington, Vermont. Fiske & Ring, of Boston, are the manufacturers in that city; and Messrs. J. Park & Co., 25 Nassau street, for New York city, at whose office samples may be seen, and from whom all further information may be obtained.—*The Builder.*

Railroad from Wilmington to Coatesville.

This newly projected road largely interests Chester County, and as there is now a prospect that it will be built, we have taken some trouble to ascertain the proposed routes and the advantages claimed by those interested in its construction. At present two principle routes are spoken of, one to commence on the north-east side of the city of Wilmington, passing up the Brandywine to Rattle Snake Run, thence crossing the country to Red Clay Creek, up Red Clay Creek, crossing the Baltimore Central road at Kennett Square, and so on to Doe Run and Coatesville. The other plan is to start on the western side of Wilmington at Richardson's Creek passing up and crossing Red Clay Creek near Marshall's Rolling Mill, thence by Milltown, to Mill Creek, through Hockesson Valley, and on to the source of Mill Creek in New Garden township, crossing the Baltimore Central Railroad at or near Avondale, and thence up White Clay Creek to Coatesville. A committee has been appointed and an engineer employed to examine these, and any other routes that may be proposed, and to report which is the most feasible. This committee, with the engineer, have been attending to their duties during the past week, and will be ready to report at an early day.

That this road will be of great importance to Wilmington is certain, and we have no doubt it will equally benefit the section of country through

which it is designed to pass. A number of manufacturing mills, lime kilns, &c., some of them doing an immense business, would find an outlet by this road, and the business upon it would necessarily be very large. The Pennsylvania Road Company now reach tide water, for shipping coal, via Lebanon Valley and Reading Railroads, shipping their coal at Port Richmond. If their object were to reach tide-water by the shortest route after leaving their own road, they could run to Coatesville, seventy miles further on their own road, and then by this new road, reach the Delaware at Wilmington, which would furnish equal facilities for shipping coal on vessels for other ports. In every aspect of the case, the prospect of the road looks promising, and we have little doubt of its being speedily pushed through.—*West Chester Times.*

Detroit and Milwaukee Railroad.

We have been aware for some time that a movement was in contemplation by the managers of this company to relieve it from the burden of a floating debt amounting to \$1,250,000. This has been finally carried into effect, and, by a decree of the United States Circuit Court, this road has passed into the hands of a Receiver on a foreclosure of its Third and Fourth Mortgages, default having been made in the payment of interest on them for the past two years. C. J. Brydges, Esq., Managing Director of the Great Western Railway, has been appointed Receiver by the Court.

A few words will suffice to explain the posture of affairs, and the causes that led to this result, as we understand them.

The original stockholders of the road exhausted all their means in pushing the building of the road half way across the State, besides becoming personally liable to a large amount on contracts. The first loan negotiated in England, amounting to \$750,000, was used up in removing this back indebtedness and pushing on the work with the limited balance, and a second loan of \$500,000 likewise failed to complete the road, owing to the numberless embarrassments under which it struggled. These two loans were secured by Third and Fourth Mortgages, the stockholders of the Great Western having advanced the means, First and Second Mortgages resting upon the road to the amount of about \$4,000,000 for money advanced in the work up to the time that the loans were contracted. On the first two mortgages security was held to the extent of several hundred thousand dollars, in this city and State, and the adjacent Province of Canada, the balance being held in Europe.

With the last two it was agreed that the control of the road should pass into the hands of the Great Western, which company took possession and proceeded to complete the route to Grand Haven, and to ballast and stock the line. This required a heavy expenditure, as there was no rolling stock, station buildings, or other equipments. The sum of \$1,250,000 was expended in this work, which constitutes the existing Floating Debt. To remove this has been the object of the movement just consummated.

By it, the Third and Fourth Mortgages and the Floating Debt are consolidated into a Preferred Stock, which is subject to the First and Second Mortgages. This stock, it is confidently believed, can be sold to an amount sufficient to pay off the debt and relieve the road from its embarrassments, and put it upon a hopeful footing as to its future operations.

We understand that, while under this arrangement the old stock is rendered utterly worthless, it is in contemplation to allow it to be exchanged for new stock at a per cent. to be agreed upon between the managers of the road and the holders of the stock, say somewhere in the vicinity of twenty cents on the dollar. As it has been nearly quite valueless heretofore, the holders are not likely to lose anything not already lost, by the change. We are likewise informed that all existing liabilities for supplies, work, etc., are provided

ed for, and will be paid. No change in the existing management is made, or in the operations of the road. Everything will proceed in the same manner as heretofore.

The capital stock, by this arrangement, is fixed at about \$7,000,000.—*Detroit Tribune.*

James River and Kanawha Canal Company.

The following is a brief summary of the provisions of the act recently passed by the Virginia Legislature for the relief of this company:

The act increases the capital stock of the company to \$12,000,000. The Board of Public Works is authorized to subscribe on behalf of the State for 74,000 shares of the stock, (\$7,400,000,) which shall be a preferred stock. Of this, 72,000 shares are to be taken in full satisfaction of ALL debt due the State by the company, the remaining 2,000 shares, (\$200,000,) to be paid for by the State, the money thus paid to be applied to extinguishing the floating debt of the work. The State undertakes, upon the surrender by the holder of any of the guaranteed bonds of the company, to issue to the holder instead bonds of the Commonwealth, payable 34 years after date. The company is authorized to borrow \$2,500,000, at 7 per cent. interest, for the purpose of completing their canal to Covington, and to execute mortgages for the same, provided that not more than \$500,000 be borrowed in any one year. The company is required to constitute a sinking fund at the rate of one per cent. per annum for the redemption of this debt at maturity. The act further provides that \$300,000 in 6 per cent. registered stock of the Commonwealth, shall be issued and placed under the exclusive control of the Kanawha Board of Directors of the company, to be expended in improving the navigation of the Kanawha river from its mouth to Loup Creek Shoals; provided that not more than \$150,000 of the sum be expended in any one year. For the payment of this \$300,000 the State requires a mortgage on the Kanawha line of improvement.

The Board of Public Works is authorized to reverse and alter the rate of tolls of the company, and in case the location proposed for the line of the canal interfere with the extension of the Virginia Central Railroad, to change said location.

Finally, the act provides that if, in six years, the James River and Kanawha Canal Company shall not complete the work to Covington, or the western terminus of the Central Railroad, without further application for aid from the State, all its property and franchises shall become the property of the Commonwealth. The State disclaims any responsibility, other than as a stockholder, for money borrowed under this act.

Pennsylvania Railroad.

This company have declared a semi-annual dividend of three per cent., free of State tax, payable on and after the 15th of May.

New York and Erie Railroad.

The movement in the traffic of the Erie Railroad, under the Receivership, since the first of October last, is as follows:

NEW YORK AND ERIE—HALF FISCAL YEAR.			
	1859-60.	1858-59.	
October	\$474,605	\$457,924	
November	500,257	446,101	
December	409,963	383,426	
January	337,221	309,250	
February	302,353	300,999	
March	433,312	372,387	
Total	\$2,457,771	\$2,269,987	
Inc. to April 1, 1860		187,785	

This is within \$25,000 of the increase made by the Central in the same months, showing that both the great routes of New York are doing an improved business, not at the expense of each other, but in full accord as to rates of traffic, freight as well as passengers.

Covington and Lexington Railroad.

The confirmation of the decree in the matter of the sale of the Covington and Lexington Railroad has been made, so far as the Fayette Circuit Court is concerned. It confirms the action of the Commissioner, and makes provision for the distribution of the fund amongst the incomes, as follows:

First mortgage	\$400,000
Second mortgage	1,000,000
Back interest on Second mortgage, and Court expenses	119,500
Preferred Third mortgage	337,000
Back interest on the same	37,184

	\$1,893,684
Road sold for	2,125,000

	\$231,316
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Since proved of Third mortgage	\$18,000
Back interest on same	4,745

	47,745
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Left for the incomes	\$183,571
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The incomes proved up to Jan. 30, 1855, are	175,839
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	\$7,732
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Is left, which goes to income b'ds proved Feb. 5 1855, but in former report put down March 5, 1855

Which bonds amount, with interest, to \$16,222, and will pay 47.66 per cent., leaving \$164,000 unprovided for, commencing with February 8, 1855, 6 per cent. issue.

Machinists' Lubricating Oil Company.

This company are now manufacturing a new article of OIL, which they are certain will give universal satisfaction as a lubricator—and feel confident that the only recommendation it requires is a fair and impartial trial. For the purpose of testing its merits, samples will be furnished to parties upon application. It is warranted free from all injurious alkalies and acids; and that there is nothing in its composition that can in any wise injure machinery. For slow motioned machinery it will last as long again as sperm or lard oils—and for fine and rapid motioned machinery at least 25 per cent. is saved in the quantity consumed. It removes all gum or gluten caused by using other and poorer oils. We have before us a circular of the company, containing a number of testimonials from parties who have used it; all of whom concur in pronouncing it a superior article. We were instrumental in having some of the oil tried in a large manufacturing established in Brooklyn; and the result of the experiment, as reported to us, was exceedingly favorable. The office of the company is at 58 Courtlandt street, in this city. Address ALEXANDER POPE, Esq., Treasurer.

Victoria Rolling Mill.

This mill, located at the junction of the Ohio and Mississippi, and Terre Haute and Alton and St. Louis Railroads, at East St. Louis, has been purchased by E. B. Brown, formerly general agent of the St. Louis, Alton and Chicago Railroad; and Wm. Cessford, master machinist of the same company. This mill was built to make railroad and bar iron, and will immediately commence operation under the new owners.

The Ohio and Mississippi, and Terre Haute and Alton have already laid new rails from this mill.

The industry and enterprise displayed by Mr. Brown, while railroad manager, is a sure guaranty of success in his present business.—*St. Louis Rep.*

Tyrone and Clearfield Railroad.

This road, under the fostering care of the Pennsylvania Central Company, is progressing, with a fair prospect of an early completion.—*Phila. Inq.*

Long Island Railroad.

The earnings of the Long Island Railroad for the year ending March 31, 1880, were:

From passengers	\$198,189 38
" freight	183,200 73
" unloading freight	4,180 07
" mails, etc.	12,484 16

\$342,954 34

And the expenses were:

Operating road	\$182,057 48
New equipment and engine houses	13,553 51
Interest paid	33,996 33
Rent of Brooklyn and Jamaica and Cold Sp'g Brooklyn railroad and depot at South Ferry..	40,711 41

270,318 73

Net surplus

Compared with the previous year the gross receipts show an increase of	\$8,916 21
And the expenditures an increase of	14,891 54

Making a decrease in the net surplus of \$5,975 33

The decrease in net surplus is attributable to the recent purchase of new equipment at a cost of \$13,553 51, while during the preceding year only \$858 was expended on that account.

The Long Island Railroad extends from Jamaica to Greenport, 84 miles. A branch owned by the company extends from the main track to the village of Hempstead; its length is $2\frac{1}{2}$ miles, making the length of the road owned by the company, 86½ miles. The road from Brooklyn to Jamaica, 11 miles long, belongs to the Brooklyn and Jamaica Railroad Company. It is leased and operated by this Company, as is also the Syossett Branch 4 miles long, making the entire length of road 101½ miles.

The gross receipts of this road for year ending March 31, 1857, was \$307,784; March 31, 1858, \$325,318; March 31, 1859, \$334,088; March 31, 1860, \$342,954. While expenditures for conducting the operations of the road, interest on bonded debt, and rent of branch railroads, were for those years respectively, \$289,871, \$269,127, \$255,427, \$270,318; resulting in a net surplus, after paying all expenses, rent, and interest, equipment, and to respectively the years above given, \$17,912, \$56,186, \$78,610, \$72,635, and included in the last sum is \$13,500 for new equipment, while for this account but \$650 was expended the previous year, ending March 1, 1859.

The freight business shows the largest improvement in those years, viz:—\$106,095; \$119,715; \$180,054; \$133,200, and an equally satisfactory exhibit for the same years is shown in the economy of the road in running expenses from \$203,431 for the year ending March 31, 1859, we find it gradually reduced to \$182,057 the past year. The increased receipts from passengers is not so important. This item shows a falling off of 18,076 passengers "to and from Brooklyn," between March, 1857 and 1860, and a gain of way and commutation passengers in same time 48,149.

The company are about changing the line of its road from Jamaica, running to Hunter's Point, instead of Brooklyn. For this purpose a contract has been made for the construction of a new road between Jamaica and Hunter's Point, for which the Long Island Company are to pay \$237,000; 62,000 in cash and 175,000 in its bonds. The new road is nearly completed. At Hunter's Point, oppo-

site New York, the company have purchased on favorable terms a large tract of 600 feet by 190 on firm ground, and 1,000 by 180 over low ground into the East River to the outer line of docks. This land adjoins and is south of the ferry to Thirty-fourth street, New York. The dock is nearly finished and the space is being nearly rapidly filled up.

The cost of the depot property was... \$41,000 00
The improvements in progress, comprising dock-slips, depot buildings, car, engine and freight houses, will cost about..... 66,500 00

\$107,500 00

Of this sum there will remain on mortgage for 20 years \$31,000

There has been paid off on account of purchase..... 10,000

Paid on docks and buildings.. 6,500

47,500 00

Leaving yet to be expended \$60,000 00

The financial condition of the company April 1st, 1860, was as follows:

Capital stock..... \$3,000,000 00

New York State loan, first lien, due Aug. 1, 1876..... \$100,000 00

Less amount of sinking fund in hand of Comptroller

27,595 65

72,404 35

Morris Can. Bank loan and interest. 43,895 30

Hempstead Branch loan bonds..... 300 00

Mortgage bonds due in 1870..... 500,000 00

Bonds and coupons not presented .. 21,165 74

Rents, etc. 1,460 50

\$3,639,225 89

The company hold the following assets:

Its own bonds..... \$53,000 00

" stock

100,000 00

Loans..... 112,000 00

Other investments..... 44,855 14

Cash on hand..... 26,232 25

\$336,087 38

The cost of completing the proposed works of the company is estimated at \$157,173.

The officers are:

WM. E. MORRIS, *President.*

WM. S. S. RUSSELL, *Treasurer.*

Galveston, Houston and Henderson R. R.

This road has been sold under a judgment obtained by the home creditors, and bought in by a trustee for their benefit. The new Company obligate themselves to pay all the judgment of creditors, together with the amount of subscriptions paid by certain citizens of Galveston to put the road in running order. They pay ten per cent. of the whole amount down, with interest of ten per cent. on the balance, and are to pay over twenty-five per cent. of the gross earnings of the road annually.

Cincinnati, Hamilton and Dayton Railroad.

The consolidation of the earnings of the Cincinnati, Hamilton and Dayton with those of the Little Miami and Columbus and Xenia, have raised the mortgages of the former up to 87½, and from that to 90 per cent. in the New York market, and its stock to 70 firm in this market. The second issue of Cincinnati, Hamilton and Dayton mortgages was \$950,000, and having only \$461,000 of first mortgage bonds before it, is now the only security of this company in this or in the New York market, and are, according to a New York authority, advancing. The total share capital of the C., H. & D. paid in is two millions one hundred and fifty-five thousand dollars, on which a semi-annual dividend of 3½ per cent. is now being paid at the Sixth street depot office.—*Cin. Eng.*

Pacific Railroad of Missouri.

We have private advices to the effect that the Governor of Missouri has agreed that he will take no immediate steps to sell out this road in default of the payment of the July interest, amounting to about \$96,000, and that he will so pledge himself in writing to the officers of the company. In case this is done, the President of the road, Mr. GEORGE R. TAYLOR, and the Directors, who are all men of wealth, propose to advance \$100,000 toward completing the road from Syracuse to Georgetown, a distance of twenty-one miles. Eight miles of this portion are already graded.—*Cin. Eng.*

The Iron Interests of Pennsylvania.

The resolutions passed by the recent Convention of Pennsylvania Iron Masters, approving of the Tariff bill before the House of Representatives, and urging upon Congress not to delay its enactment, are fully justified by the depressed condition of our national industry, and should not be disregarded at Washington. There is great danger that, if the wholly unprecedented and excessive importation of the last two years is not checked immediately, the country will have to suffer another commercial revulsion before a twelvemonth elapses; and there is only one way of checking it, which is by an increase of import duties. The mischief wrought by that most injudicious Tariff change of 1857 is incalculable, and it is high time to repair its damages. Pennsylvania, of all States in the Union, has suffered most under it, and her voice should not fall upon deaf ears. We ask no exclusive advantages. Our interests and those of the East, South and West are identical if properly understood. We desire to see the woollen manufactures of New England, the cotton mills of South Carolina, and every branch of national industry, and all kind of legitimate enterprises throughout the land, flourishing and prosperous. But this will never be while an exhausting drain of specie continues, and native labor remains exposed, as it is at present to foreign competition.

In connection with this subject, the following statistics, which we extract from the official report on Commerce and Navigation of the last year, showing the value of foreign iron and iron manufactures, will be found of interest:

IMPORTS OF IRON AND IRON AND STEEL MANUFACTURES IN 1859.

Anvils and Anchors.....	\$64,315
Bar Iron.....	4,184,331
Cables.....	174,701
Cutlery.....	1,762,103
Arms.....	314,519
Hoop Iron.....	387,198
Muskets and Rifles.....	16,851
Nails, Spikes.....	84,804
Needles.....	254,794
Scrap Iron.....	107,702
Pig Iron.....	1,049,200
Railroad Iron.....	2,274,082
Rod Iron.....	332,801
Saws.....	26,495
Sheet Iron.....	752,975
Side Arms.....	5,716
Cast Steel.....	1,141,871
Other Steel.....	905,854
Wire.....	14,299
Manufactures of Iron.....	2,150,625
Manufactures of Steel.....	1,043,406

Total Iron Imports..... \$17,048,596

This is an enormous sum to spend for foreign iron and iron manufactures in a single year, and that at a time when almost all enterprise is dormant, and no railroads are building, which latter alone induced in former years an importation of rails to the amount of from \$6,000,000 to \$8,000,000. This only shows the imperative necessity of a further development of our own superior and abundant resources for this important industry. The recent change of the French tariff is commented on in certain interested quarters as a free trade movement, and held up as an example worthy of imitation. But the fact is that it is a modification only of the formerly almost prohibitive tariff of France, and that the motives which

induced to find no application whatever upon our own conditions. France possesses neither coal nor ore deposits considerable enough ever to permit of an extension of her iron industry adequate to the requirements of the Empire. The excessive duty of twenty dollars on the ton of foreign iron did not act protectively to French industry, and so it was reduced by the late tariff change to about twelve dollars per ton, which, it will be admitted, is still a very high rate. We earnestly commend the resolutions of our iron masters to the considerations of Congress, and trust that that body will not adjourn this year without having enacted a tariff law better adapted to the interests of the country than the existing law of 1857.—*Pennsylvania.*

Journal of Railroad Law.

CHECK HELD BY A PASSENGER PRIMA FACIE EVIDENCE THAT THE COMPANY HAS THE BAGGAGE. TESTIMONY OF PLAINTIFF AS TO ARTICLES LOST IN BAGGAGE.

In the case of *Davis vs. The Michigan Southern and Northern Indiana Railroad Company*, decided in 1859, by the Supreme Court of Illinois, the question as to a check for baggage in the hands of a passenger, being evidence that the railroad company still has the baggage, was raised, and decided in the affirmative by the court. The plaintiff in this suit lost a carpet bag and trunk, the value of which he sought to recover from the company. The checks which he sought to make evidence as against the company were not the checks he, in the first instance, received for his baggage; but, being a through passenger, he exchanged the first ones he received, when near Toledo, for the checks of the connecting road over which he was about to travel on his way to Chicago. He never saw his baggage after leaving Dunkirk, and on arriving at Chicago he called upon the agent of the company, and made application for his lost baggage, telling the agent that if he would get for him his medical diplomas which were in his baggage, he would let the rest go.

At the trial, the plaintiff produced the railroad checks of the defendant, Nos. 2 and 991, and proved that they were the evidence of baggage deposited with the defendants for transportation, and the plaintiff was then sworn as a witness in the case, and testified as to the contents of the trunk and carpet bag, and its value, amounting in the aggregate to \$915.25. He also testified to the fact that on arriving at Chicago, he called upon the agent of the defendants, and made application for his lost baggage, telling the agent that if he would give him his medical diplomas he would let the rest go; also mentioned the fact that there was money in the trunk.

The agent of the company testified that the plaintiff said nothing about gold or valuable articles in the first three interviews he had with him in relation to the lost baggage, but afterwards claimed that there was gold and valuable clothing in them.

Upon the back of the ticket which the plaintiff purchased, was written these words:—"This ticket entitles the holder to not over eighty pounds of baggage, but not any rate exceeding in value over \$100, unless notice is given, and an extra amount paid at double first class rates."

The Court of Common Pleas, where the case was first tried, without a jury, gave a verdict for the plaintiff for \$100. The plaintiff, however, appealed the case to the Supreme Court, asking for a new trial, with a view of increasing the amount

of his recovery. The following is the opinion of the Court upon the appeal:—

BREESE, J.—The delivery of a check to a passenger is intended to release him from all care and superintendence of his baggage while on its journey, and devolves such care upon the agents of the several roads over which it passes, and must be considered as *prima facie* evidence of the delivery of the baggage. On the exchange of checks before reaching Toledo, if the baggage master could not find the trunk and carpet bag, which it seems were connected together and marked with one check, on the Cleveland cars, he should have given immediate notice to the owner from whom he received the check; not having done so, the company must be held to have received the trunk and bag, and to be liable for the loss, and for the value of such of their contents as can properly be denominated baggage. Was it not for this exchange of checks, the defendants would not be liable; the remedy would be against the Cleveland and Toledo Railroad Company.

On the trial of this cause the plaintiff was sworn as a witness to prove the contents of the lost trunk and carpet bag, and he stated their value at \$915.25, and presented an inventory of the different articles contained in each. The plaintiff was also permitted to prove the value of the trunk and carpet bag, which, under the decision of this Court in the case of *Parmlee vs. McNulty*, he was not authorized to do, nor the value of any other article which could be established by other than his own evidence. The court say, in that case: "The law permits a party to be a witness in his own cause, for the purpose of proving the contents of lost baggage, and even its value where he cannot adduce other evidence of those facts. This is an exception to the general rule of law, and should not be extended beyond the necessity which gave rise to it. Beside the trunk and carpet bag the value of many of the other articles said to have been contained in them, could have been well proved by other evidence, such as the coats, vests, pants, shirts, etc., by a description of them, any dealer could have established their value. But were the articles contained in the inventory, sworn to by the plaintiff, baggage? The wearing apparel is unquestionable baggage, and so must the revolver be regarded under the authority of the case of *Woods vs. Devin*. Regarding the revolver as baggage, and of the value of twenty-five dollars, that, and all the necessary other baggage, amounts in value, as sworn to by the plaintiff himself, to ninety-three dollars and fifty cents only, whereas he has recovered a judgment for one hundred dollars, and should not complain. The money sworn to, whether bank notes, gold or silver, does not appear, and amounting to four hundred and thirty-nine dollars, cannot be considered in any proper sense as baggage; unless it was gold and silver, a trunk is no place to carry it, in railroad traveling, even if wanted for traveling expenses, for it cannot be readily got at for use. Besides, the sum is unreasonable for such a purpose. When a through ticket for Chicago is bought and paid for in New York, the passenger does not require but a small sum to carry him through, and if he travels with much more, and leaves it in his trunk in the baggage car, giving no notice of its contents to the company, he ought not to recover for its loss. If it be gold and silver coin, or bank notes, then he

should inform the company of its contents, and pay extra for its transportation and care over it, if demanded.

The money not being fairly included in the term baggage, the conduct of the plaintiff was a virtual concealment of the sum; his representation of the trunk and its contents as baggage in the customary sense of that term and calculated to impose on the company, and that of itself would exonerate them, on the authority of the case of the Chicago and Aurora Railroad Company *vs.* Thompson.

The court here goes into a review of the evidence as to the contents of the trunk and carpet bag, strongly criticising the conduct of the plaintiff, and concludes as follows:

The fact that the plaintiff made no such claim as he now makes, in the first interview with the agent, satisfies us that the claim for more than the court allowed him is fabricated. The judgment of the court below is affirmed.

New York Savings Banks.

The Superintendent of the Bank Department has published a statement of the condition of the Savings Banks of this State, from which the following figures are taken:

RESOURCES.		
	Jan., 1859.	Jan., 1860.
Bonds and mortgages...	\$21,014,211	\$22,844,594
Stock investment.....	22,365,172	29,597,774
Am't loaned on stocks..	735,394	1,238,905
Loaned on stock securities.....	50,946	55,237
Invested in real estate..	1,072,845	1,101,791
Deposits in banks.....	4,353,280	4,845,890
Cash on hand.....	1,010,752	919,961
Other loans.....	57,892	120,945
Miscellaneous resources..	26,969	33,212
Add for cents.....	90	88
Total resources.....	\$50,687,551	\$60,753,396
LIABILITIES.		
Amount due depositors..	\$48,194,847	\$58,178,396
Miscellaneous liabilities..	20,046	23,097
Excess of assets over liabilities.....	2,472,658	2,552,139

Total liabilities....\$50,637,551 \$60,753,396
Average to each depositor.....\$20.891
Deposited, year 1859.....30,808,383
Withdrawn, year 1859.....23,808,109
Received for interest, 1859.....3,049,924
Total interest placed to credit of depositors during October, 1859.....2,610,912
Number of institutions, 64; number of open accounts, 278,647.

In four years the increase of deposits in the State has been \$22,000,000; and in one year, (January, 1859, to January, 1860,) \$10,000,000, or over 20 per cent. This is seen in the annexed summary for the five years, 1856-1860:

	New York City and Brooklyn.	Interior Cities.	Total Deposits.
1856....	\$30,651,121	\$5,461,648	\$36,112,764
1857....	35,597,977	6,412,178	41,699,502
1858....	35,925,383	5,497,289	41,422,672
1859....	41,076,633	7,118,214	48,194,847
1860....	48,954,179	9,223,981	58,178,160

In New York city alone there are 18 of these institutions, with aggregate savings of \$48,410,683. In Brooklyn, three, with deposits amounting to \$5,543,496. The Bowery Savings Bank had in January last the largest deposit account of any in the State, viz: \$9,573,400, an increase of \$2,876,000 within two years. The Bank for Savings increased in the same time, \$1,194,000, and the Seaman's, \$1,423,000. The others have also increased in a large ratio. Manhattan, 67 per cent.; Emigrant, 60 per cent.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.					Liabilities.					Gross.	Net.	Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.					
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.
ALABAMA.																						
30 Jun. '59	43.3			72.3	3	2	19	Alabama and Florida	1,086,278	*		539,396	478,500	101,205	1,127,174	27.3			59,430	22,350		
28 Feb. '59	30.3			58.1	2	2	19	Alabama and Mississippi	461,505	30,991		336,010	109,500	21,632	518,965	30.3			55,791	31,852		
31 May '59	99.2			68.4	7	7	84	Ala. and Tennessee Rivers	2,101,007	144,549		1,054,915	713,226	212,496	2,264,468	99.2			155,628	78,907		
30 Jun. '59	67.0			171.3				Mobile and Girard	1,600,000							57.0			236,791	76,773		
1 Jan. '59	319.2	14.7		213.0	25	18	361	Mobile and Ohio	7,252,801	681,859	114,894	3,441,859	4,051,547	728,546	8,360,702	202.0			769,787	420,000		
28 Feb. '59	83.6	28.4		295.8	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9			446,153	211,880	6	
16 Dec. '59				26.1				North East and South West	728,000			105,760										
								Tennessee and Ala. Central														
ARKANSAS.																						
				301.4				Cairo and Fulton														
30 Nov. '58	38.6			107.5				Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949							
CALIFORNIA.																						
30 Sep. '59	22.5			41.8				Sacramento Valley	1,547,100	*		791,100	756,000		1,547,100	22.5			211,420	115,076		
CONNECTICUT.																						
31 Jan. '59	23.9				3	6	30	Danbury and Norwalk	333,237	49,778		279,050	85,000	3,502	404,622	23.9			56,044	20,618	6	
30 Sep. '59	122.4			75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,740	1,810,500	319,443	4,332,922	122.4	246,523	333,500	152,777			
31 Aug. '59	61.4							Hartford and New Haven	3,108,013	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	125	
31 Dec. '58	74.0	10.6			11	19	212	Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0		271,273	66,330			
31 Dec. '58	57.0				7	15	178	Naugatuck	1,573,301	*		1,031,800	437,550	30,713	1,706,802	57.0		190,536	314,068			
30 Nov. '58	62.3							N. Haven, N. London and Ston.	1,470,661	*		738,538	750,000		1,488,538	50.1		76,758	8,946			
31 Dec. '58	46.4	8.8						New Haven and Northampton	1,400,000	*	11,050	922,500	500,000		1,481,723	55.2		158,652	loss.	5		
30 Nov. '58	66.0				5	5	167	N. Lond., Willimant. & Palmer	1,561,241	*	5,453	610,900	1,055,800	272	1,575,147	66.0	91,134	104,464	30,512			
31 Mar. '59	62.2	63.8			29	72	368	New York and New Haven	4,579,879	661,547		3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	8		
31 Mar. '58	59.0	7.0						Norwich and Worcester	2,245,406	176,792		2,522,300	324,130	59,614	2,598,672	66.0		265,417	44,587	37		
DELAWARE.																						
31 Dec. '58	71.0			19.4				Delaware	1,146,311	*		252,561	735,000	123,750	1,146,311	71.0		66,628				
30 Nov. '58	14.3							Newcastle and Frenchtown	699,514		25,000	762,320			767,278	14.3		19,895				
FLORIDA.																						
	59	154.2						Florida														
30 Apr. '58				45.1				Florida and Alabama	292,291	*		317,847	154,000		543,237							
30 Jun. '59	31.3			2.0	2	1	24	Fla., Atlantic and Gulf Central	396,310	28,608		205,781	204,600	164,670	594,836	19.3		10,255	1,504			
	26.5	3.9		227.0				Pensacola and Georgia								29.4						
GEORGIA.																						
31 July '58	86.7				15	11	105	Atlanta and La Grange	1,179,381	*		1,000,000	187,500	23,384	1,459,075	86.7		362,061	197,357	8	125	
30 Sep. '59	30.0			133.5				Atlantic and Gulf—M. Trunk		*						80.0						
31 Dec. '57	53.0							Augusta and Savannah	1,032,200	*		733,700	298,500		1,032,200	53.0		125,427	69,679			
30 Apr. '59	43.5			23.7				Brunswick and Florida	755,000	*		151,887			31.0							
30 Nov. '59	191.0				54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,287		5,977,106	229.0	790,030	1,633,947	839,604	10		
31 Mar. '59	171.0	61.0						Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000		7,368,665	232.0		1,154,621	544,363	8	100	
30 Nov. '59	102.5				18	16	171	Macon and Western	1,600,000	*		1,438,800	23,000		1,967,776	102.5	213,180	375,250	209,785	11	106	
31 July '59	50.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,026,868	50.0		202,714	110,516			
1 May '58	68.1				3	4	33	Savannah, Albany and Gulf	1,886,634	52,373		1,275,901	10,200		1,473,140	71.6		547,876	337,760			
31 July '59	106.1	56.6	14.8	44.8	15	18	168	South Western	3,165,000	*		2,254,000	631,000		3,885,000	147.2	171,758	647,876	337,760			
30 Sep. '59	133.0				52	24	705	Western and Atlantic	5,901,497	*		built and own'd by State.			138.0			832,343	454,541			
ILLINOIS.																						
	220.0							Chicago, Alton and St. Louis	10,000,000			3,500,000	4,500,000		10,000,000	220.0						
30 Apr. '59	133.0				62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,372	680,158	4,622,340	2,990,000		8,149,084	210.0		1,044,573	171,515			
31 Dec. '58	45.0				6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,885	188,085	2,050,065	45.0	14 mo.	243,282	135,284		60	
30 Jun. '58	181.8			75.0				Chicago and Northwestern	4,250,000	*		4,250,000	6,350,000	2,500,000	13,330,000	138.0						
30 Jun. '58	181.8				58	57	900	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4		1,407,846	629,029		63	
10 Nov. '58	33.2							Fox River Valley	580,000	*		580,000			84.0							
31 Dec. '58	121.0	138.5	73.6		60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	63	
	175.0							Great Western	5,022,928	*		1,600,000	3,088,428	334,500	5,022,928	175.0						
31 Dec. '58	454.8	252.6			113	90	2,305	Illinois Central	19,674,214	3,347,799		10,249,210	20,000,000	1,297,277	31,596,487	708.3		1,970,678	556,624		60	
	148.0							Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403			148.0						
	46.6							Peoria and Bureau Valley		*			600,000			oper by Chic.						
	186.0			129.0				Peoria and Hannibal		*		1,569,889	2,200,000			186.0						
31 Dec. '58	100.0							Peoria and Oquawka	5,400,000	*		800,000	1,200,000		2,000,000	oper by Chic.						
	1.0							Quincy and Chicago	1,975,555	*						oper by Chic.						
31 Dec. '58	168.5	39.8	12.2		31	30	424	Rock Island Bridge	7,908,958	628,487		3,026,903	5,035,615	741,040	8,865,252	208.3		823,767				
INDIANA.																						
	108.0							Cincinnati and Chicago	2,080,433	*		1,196,679	1,006,125			108.0						
	29.0			73.0				Cincinnati, Peru and Chicago		*						29.0						
31 Aug. '57	109.0							Evansville and Crawfordsville	2,333,413	*	2,750	986,061	1,219,100	61,772	2,283,748	109.0		249,867	119,432			
1 Jan. '58	72.4				19	21	278	Indiana Central	1,666,280	244,051	25,641	611,050	1,169,000	47,850	2,111,059	109.0		368,189	132,094	6	58	
31 Dec. '58	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,639	3,458,108	110.0		448,858	230,834	9	38	
31 Dec. '58	84.0							Ind., Pittsburg and Cleveland	1,904,956	*		835,971	1,025,200	19,719	2,109,338	84.0		232,905	92,859			
31 Aug. '57	78.0							Jeffersonville	1,839,576	*		1,014,252	681,000	99,400		108.0		222,737	74,328			
	64.0							Lafayette and Indianapolis	1,850,000	*		1,000,000	600,000		2,000,000	64.0						
	86.0	40.0						Madison and Indianapolis	2,984,516	*		1,647,700	1,336,816			135.0		206,114	82,632			
	288.0							Louisv., N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,402			
	74.0							Peru and Indianapolis	2,000,000	*		1,100,000	820,000	80,								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				or in progress projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.		Lateral and Branch Lines.	2nd Track and Siding.		Engines.	Cars.			Property and Assets.					Liabilities.					Gross.	Net.	Dividends.	Price of shares.
	M.	M.					Passenger.	Freight, etc.		Railroad and Appurte- nances.	Rolling- Stock.	Invested in foreign works.	Share Cap- ital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and li- abilities.	Road operated, incl. road leased, etc.	Mileage run by loco- motives with trains.					
	M.	M.	M.	M.	No.	No.	No.		\$.	\$.	\$.	\$.	\$.	\$.	\$.	\$.	M.	M.	\$.	\$.	p. c.	p. c.	
MAINE.																							
11 Dec. '58	32.0			6.0	4		25	Androscoggin	645,271	*		145,787	511,500				32.0	22,001	30,957	17,283			
11 May, '59	55.0				9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,743,457		101,208	2,307,586	137.0	73,186	231,929	89,786			
30 Jun. '59	148.0		25.0		41	17	349	Atlantic and St. Lawrence	6,066,375	867,566		2,494,900	3,472,000		9,572	5,976,472	149.0	429,791	545,741	150,226	6		
11 Dec. '58	12.5				4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000				175,516	12.5	25,437	33,059	16,530			
11 Dec. '58	63.0	9.0			12	11	109	Kennebec and Portland	2,871,264	*		1,107,528	1,763,738			72.5	160,240	145,074	70,746				
11 Dec. '58				23.0				Penobscot	308,413	*		180,000											
11 Dec. '58					4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by An. & K.	67,324					
11 May, '59	54.7				11	13	118	Portland, Saco and Portsmouth	1,494,792	*	6,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	97 1/2		
11 May, '59	51.3							Somerset and Kennebec	783,763	*		169,200	556,600			37.0		55,408	28,404				
11 May, '59	37.0			33.5				York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5							
MARYLAND.																							
30 Sep. '59	279.6	7.2			235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,514	3,618,618	1,933,621	74 1/2			
30 Sep. '59	30.0				7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	442,219	268,540	6	100		
11 Dec. '58	138.0	4.0			42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,360,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	16 1/2			
MASSACHUSETTS.																							
30 Nov. '59	21.2		2.0		6	4	80	Berkshire	500,560	100,000		600,000			601,360	oper. rat. by Housat.	42,000			7			
30 Nov. '59	26.8	1.8	43.6		21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000		5,365	2,671,887	28.6	352,512	631,477	206,798	8	104 1/2		
30 Nov. '59	74.3	8.8	51.3		30	43	650	Boston and Maine	3,846,883	373,057	105,937	4,076,974			4,523,400	83.1	540,372	800,119	394,475	8	110		
30 Nov. '59	47.0	7.0	22.3		22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220		3,663,138	64.0	316,522	654,678	337,648	7	109 1/2		
30 Nov. '59	44.6	24.0	69.2		30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	600,000	29,595	5,751,512	83.7	511,046	1,007,071	311,525	7	107 1/2		
30 Nov. '59	46.1	1.1	2.7		7	10	109	Cape Cod Branch	907,761	123,864		681,890	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105		
30 Nov. '59	50.0	2.4	8.9		12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500		1,928,264	75.4	177,164	271,592	138,223	4 1/2			
30 Nov. '59	44.1	30.5	24.4		55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,400	325,905	71			
30 Nov. '59	19.9	1.3	3.6		29	28	655	Essex	742,592	4,416		299,107	280,261	197,428	776,796	oper. rat. by Eastern	11,663			6			
30 Nov. '59	50.9	16.8	70.9		3	3	37	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,869,729	67.7	341,803	659,485	267,450	6	100		
30 Nov. '59	14.0	2.4			3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	23.4	37,245	48,768	12,795	6	98 1/2		
30 Nov. '59	24.9		2.0		2	8	27	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	oper. r. by N. H. & N. H.	28,791			8			
30 Nov. '59	12.4		2.3		2	8	27	Lowell and Lawrence	332,883	30,275		290,000	100,000		383,158	oper. r. by B. and L. I.	12,550			6			
30 Nov. '59	14.6		17.1		12	12	324	Nashua and Lowell	558,920	95,683		600,000			696,563	30.0	158,374	229,205	68,510	8			
30 Nov. '59	20.2	1.6	1.0		7	16	146	New Bedford and Taunton	494,843	52,644		500,000			544,707	21.8	55,891	143,261	25,264	6			
30 Nov. '59	26.9		2.3		5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	104 1/2			
30 Nov. '59	8.6		23.4		27	46	358	N. York and Boston Air Line	673,302			223,176	675,000	2,853	901,029	8.4	20,888	22,531					
30 Nov. '59	79.5	7.8	25.6		27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,330,269	87.3	410,591	646,755	306,413	6	107 1/2		
30 Nov. '59	18.6		0.7		1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	32,480	48,355	27,000	6			
30 Nov. '59	43.4	1.0	14.9		12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000		1,810,200	44.4	216,327	341,836	136,386	6	105		
30 Nov. '59	16.9		1.7		3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	oper. r. by B. and L. I.	17,500						
30 Nov. '59	11.5		0.4		2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	97			
30 Nov. '59	21.9		1.0		7	18	144	Stockbridge and Pittsfield	448,700			448,700			451,000	oper. r. by Housat.	31,490			7			
30 Nov. '59	11.1	0.6	1.3		7	18	144	Taunton Branch				385,206	219,000	9,854	614,060	oper. r. by T. and B.	5,333						
30 Nov. '59	6.1		36.5		11	8	192	Troy and Greenfield	478,048	207,343		2,214,225	1,003,880		3,516,965	77.0	107,478	246,798	106,317	15			
30 Nov. '59	69.0	8.0	5.5		72	47	1,149	Vermont and Massachusetts	3,309,622	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,064	1,767,068	890,148	8	112 1/2		
30 Nov. '59	150.1	17.3	106.8		10	8	149	Western (Incl. Alb. & W. S. etc.)	9,934,566	1,400,962		1,141,000	194,500	862	1,408,400	45.7	179,490	216,444	94,244	4	50		
30 Nov. '59	45.7		9.3		10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000			1,408,400	45.7	179,490	216,444	94,244	4	50		
MICHIGAN.																							
1 Jan. '60	17.3			2.7	2	1	100	Bay de Noquet and Marquette															
30 Sep. '59	57.0							Chic. Detroit & Can. G. T. Junc.	built and equip. by G. T. R. R.			2,329,155	4,707,500		9,008,369	188.0		365,038	144,270				
1 Jan. '60	188.0							Detroit and Milwaukee	8,270,628	647,596													
1 Jan. '60	188.0							Flint and Pere Marquette															
1 Jan. '60	188.0							Grand Rapids and Indiana															
1 May, '59	284.0			183.0	96	123	1,528	Michigan Central	12,847,288	*	1,140,069	6,057,840	8,284,063	119,089	14,548,411	329.0		2,417,915	880,697	47 1/2			
1 Mar. '59	246.0	293.0			91	135	976	Mich. S. Th'n & N. Th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0		2,019,425	777,273	124			
1 Mar. '59	246.0	293.0			91	135	976	Port Huron and Milwaukee															
MINNESOTA.																							
1 Mar. '59	246.0	293.0			91	135	976	Minnesota and Pacific					600,000										
1 Mar. '59	246.0	293.0			91	135	976	Southern Minnesota					575,000										
1 Mar. '59	246.0	293.0			91	135	976	Minneapolis and Cedar Rapids					191,130										
1 Mar. '59	246.0	293.0			91	135	976	Minnesota Transit					500,000										

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.				
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.	P. c.	
NEW YORK.																							
30 Sep. '59				140.0				Albany and Susquehanna	406,952			404,950		31,135		436,085							
1 Sep. '58	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		2,392,984			32.9	93,894	84,119	11,215	
30 Sep. '59	38.3		34.0					Albany and West Stockbridge	2,392,984			1,000,000	1,932,984			2,392,984			ope	r. by Western.			6
30 Sep. '59	34.9	2.6		73.6	4	6	39	Black River and Utica	1,156,148	81,405		904,648	700,000	8,158		1,512,806			37.5	36,838	62,941	32,952	
30 Sep. '59	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000						14.8	20,647	26,858	13,429	5
30 Sep. '59	142.0		13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142		4,206,709			235.0	487,589	541,249	172,321	
30 Sep. '59	68.3		18.0		28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,984,850	1,049,000	161,263		3,145,213			87.8	370,488	848,327	419,378	10
30 Sep. '59	24.6		38.1					Cayuga and Susquehanna	1,057,629	37,971		687,000	411,000			1,098,000			34.6	61,435	59,265	10,398	44
30 Sep. '59	17.4		2.1					Chemung	400,000			380,000	70,000						ope	r. by N. Y. & E.		24,000	7
30 Sep. '59	46.8		2.9		10	8	83	Elmira, Canandaigua & N. Falls											ope	r. by Reiceivers.			
30 Sep. '59				63.2				Erie and New York City	287,708			352,742	14,000			896,416			ope	r. by B.N. Y. & E.			
30 Sep. '59				15.0				Genesee Valley	91,889			59,374	38,500						15.0	49,519	58,207	10,840	6
30 Sep. '59	17.3		0.5		52	107	542	Hudson and Boston (West'n)	148,000			175,000							17.3				
30 Sep. '59	144.0		106.5					Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644					150.0	700,224	1,842,636	770,096	6
30 Sep. '59				73.8				L. Ontario, Auburn & N. York	74,203			76,771											
30 Sep. '59				182.0				L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856									
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659		1,000	1,852,715	636,997	17,539		2,567,270			101.5	248,123	334,195	147,084	
30 Sep. '59	297.8	258.1	313.8		211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,353,771			40,366,005			655.9	3,945,128	6,200,848	2,791,419	7
30 Sep. '59	448.0	10.0	282.5		219	194	2,763	New York and Erie	35,320,907	*	1,311,835	11,000,000	25,260,000	2,141,300		38,401,300			496.0	3,000,369	4,482,149	1,404,837	
30 Sep. '59	130.8	2.1	30.9		33	68	576	New York and Harlem	7,303,339	634,777		5,151,287	147,640						152.9	621,747	975,853	358,792	
30 Sep. '59	118.0	3.8	17.7		23	8	417	Northern (Ogdensburg)	4,086,712	702,079		1,494,000							121.8	311,404	410,806	127,013	
30 Sep. '59	35.9		2.2		7	6	44	Oswego and Syracuse	675,215	100,462		396,340	213,500	10,875					35.9	69,759	109,152	60,829	8
30 Sep. '59	75.4		2.0		6	4	53	Pottsdam and Watertown	1,623,646	63,382		663,077	818,500	180,138					75.4	98,636	94,385	44,715	
30 Sep. '59	25.2		2.1		6	13	70	Rensselaer and Saratoga	743,977	156,573		610,000	140,000						46.2	89,380	208,223	33,946	3
30 Sep. '59	18.4		1.3	32.6				Rochester and Genesee Valley	653,539			555,450	150,000	30,417					18.4	32,980	37,280	18,590	2
30 Sep. '59	18.0		1.0		2	3	32	Sacketts Harbor and Ellisburg	371,558	17,714		167,485	278,400	56,510					18.0	17,620	12,025		
30 Sep. '59	21.0		1.6		2	3	10	Saratoga and Schenectady	480,684			300,000	85,500						ope	r. by Renss.		30,150	28
30 Sep. '59	40.9	6.6	3.9		9	12	84	Saratoga and Whitehall	820,518	74,904		500,000	395,000	5,456					64.5	107,506	139,388	32,196	
30 Sep. '59				13.2				State Island	40,000			40,000											
30 Sep. '59	11.0							Brooklyn and Jamaica	569,856			284,850	85,000						ope	r. by Long Isl.		37,560	9
30 Sep. '59	61.3		7.1		13	12	117	Syracuse, Binghampt. & N. Y.	2,857,007	*		1,200,130	1,500,000	59,418					61.3	148,240	177,627	74,359	
30 Sep. '59	27.2		3.2		7.7	10	6	Troy and Boston	1,296,302	125,887		668,297	797,500	231,083					51.0	61,614	125,042	53,289	
30 Sep. '59	6.0		0.1					Troy and Greenbush	255,658	36,073		275,000							ope	r. by Hudson R.			6
30 Sep. '59	2.1		2.1					Troy Union	732,114			35,000	680,000						ope	r. by other R.			
30 Sep. '59	96.8		11.0		7	11	238	Watertown and Rome	2,159,295	*	28,000	1,495,500	690,000	85,071		2,278,611			96.8	215,608	397,712	187,000	6
NORTH CAROLINA.																							
30 Sep. '59	95.2	2.0						Atlantic and North Carolina	1,850,000	*		1,600,000	400,000						95.2				
30 Sep. '59	223.0							North Carolina	4,235,000	*		4,000,000											
30 Sep. '59	97.0							Raleigh and Gaston	1,240,341	*		973,300	126,200						97.0				
30 Sep. '59	161.0		17.1		22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886		2,892,969			171.0				
30 Sep. '59	161.9				24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391		3,141,954			171.0	323,069	477,554	235,201	8
15 Mar. '58				43.0				Western North Carolina	190,793	*	4,700	290,212				70,860	364,072						
OHIO.																							
31 Dec. '58					17	12	208	Atlantic and Great Western	613,231	*		866,939		77,294									
1 Aug. '59	113.2				41	39	508	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028		3,370,281			113.2				
1 Aug. '59	137.0				41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458		6,810,432			141.0				
31 Mar. '59	60.3				22	28	432	Cinc., Hamilton and Dayton	2,448,296	604,892	26,500	1,411,000	32,618		3,650,710				60.3				
1 May, '59	37.0				31.0	16	332	Cinc. and Indianapolis June	6,250,841	*		2,441,176	3,032,000	228,973					31.0	304,168	190,745	19,180	
31 Dec. '58	135.4	5.8			42	31	439	Cinc., Wilmington and Zanesv.	4,087,571	684,955	67,422	746,100	38,000	8,242		5,343,275			141.2				
31 Dec. '59	67.0			18.0	10	6	205	Cleveland and Columbus and Cinc.	1,920,953			1,202,300	161,200	5,430,600	67.0				183.973	285,139	152,282		
31 Dec. '59	95.4	1.2	37.9		31	39	463	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6			402.935	1,111,353	646,057	15	
30 Nov. '58	101.0				42			Cleveland and Mahoning	9,320,288			3,942,368	4,918,325	653,821		9,661,103			646.413	772,093	332,093	4	
30 Apr. '59	109.2	79.4			32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,005	7,858,918	188.6							
31 Dec. '58	61.4				53.0	6	99	Clev., Zanesville and Cincin.	1,574,693			669,073	575,250	632,486					61.5	75,120	68,128	19,763	
31 Dec. '58	72.0				31.0	6	9	Columbus and Indianapolis	2,555,000			750,000	1,600,000	205,000					72.0	144,000	84,000	17,760	
30 Nov. '58	54.5		10.4					Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500		1,965,539			ope	r. w. L. It. Miami.		170,795	8
31 Dec. '58	72.0				72			Dayton and Michigan	3,746,000			1,620,000	2,126,000						72.0				
31 Aug. '58	36.6				5	3	87	Dayton and Western	930,262	104,912		289,692	700,000	90,482		1,080,174			36.6	144,006	124,559	66,779	
31 Aug. '58	16.0				47.0	3	21	Dayton, Xenia and Belpre	860,496			437,838	422,658						161.				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.			Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of shares.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.				Gross.	Net.		Dividends.	
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.		
PENNSYLVANIA, (Continued.)																						
30 Nov. '59	48.0		3.1	99.5	4	4	43	Pittsburg and Connelville	1,501,414	79,396		1,753,864	1,500,000	177,920	3,444,154	60.0		60,438				
30 Nov. '59	467.5		56.3		96	80	1,059	Pittsburg, Ft. Wayne & Chicago	13,474,664	1,785,182	91,100	6,265,964	9,356,505	1,806,040	17,028,509	467.5		1,768,993	492,721		39 1/2	
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000		1,555,700	54.0		34,501	29,004			
30 Sep. '59	54.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000		1,355,700	54.0		96,227	54,582			
30 Sep. '59	9.2	15.3	14.9					Schuylkill Valley	573,616	*		568,150			573,616	24.5						
30 Nov. '59	28.0	5.0	3.3		4	1	445	Shamokin Valley & Pottsville	1,321,847	*		500,000	821,447		1,321,847	33.0						
31 Dec. '59	148.0		20.0	140.0				Sunbury and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0		83,072	47,007	6		
30 Nov. '59	29.6	6.5	31.9		8	3	127	Tioga	703,349	85,932		97,550	396,000		1,185,231	29.6		125,597	4,502			
30 Sep. '59	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4		191,970	90,308		1	
31 Mar. '59	78.0							Williamsport and Elmira	3,650,682	380,847		1,500,000	2,361,973	161,272	4,148,920							
RHODE ISLAND.																						
31 Aug. '58	50.0		2.0		9	13	84	N. Y., Providence and Boston	2,158,000	*		1,508,000	306,500		2,158,000	50.0	147,231	208,439	96,571	5		
30 Nov. '58	13.6		0.5			3	5	Providence, Warren & Bristol	434,698	1,588		287,917	109,937	36,139	634,592	13.6	23,514	23,006	1,278			
SOUTH CAROLINA.																						
31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2						
31 Dec. '58	54.9			47.4	4	3	21	Charlotte and Savannah	801,615	34,372	250,000	706,365	195,296	197,906	1,099,536	51.9						
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000		1,585,000	109.6		283,263	151,536	6		
1 Jan. '59	40.3							Cheraw and Darlington	600,000	*		400,000	200,000		600,000	40.3						
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	143.2		341,190	125,871			
31 Aug. '58	22.5							Kings Mountain	196,230	*		200,000			200,000	22.5						
31 July '58	32.0							Laurens	543,403	*		400,000	106,218		575,729	32.0						
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,146			
31 Dec. '58	136.0	106.0			62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0		1,501,008	820,511	7		
31 July '58	25.1			41.9				Spartanburg and Union								25.1						
TENNESSEE.																						
1 May '59	30.0		1.8		12	10	14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,359	7,486			
1 May '59	140.0		8.0		10	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,486			
1 May '59	130.3		5.1		36	38	128	East Tennessee and Virginia	2,310,033	156,264	109,066	536,654	1,902,000	390,407	1,785,063	130.3	150,142	297,806	149,197			
1 May '59	27.6	16.0	20.0	3.9	9	5	676	Memphis and Charleston	5,444,304	743,729		2,237,065	2,700,000	443,616	5,444,304	27.6	562,041	1,330,512	778,036			
1 May '59	100.0		30.6	55.8			242	Memphis and Ohio	2,259,287	141,144		570,000	1,361,000	145,000		100.0						
1 May '59	59.0		40.1	7	5		119	Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000		319,518	59.0	69,870	177,256	60,029			
1 May '59	47.4		2.3	4	5		46	Mississippi Central and Tenn.	1,137,400	*		798,285	554,949	319,518		47.4	54,175	83,129	44,666			
1 May '59	34.2		7.9	12	2		81	McMinnville and Manchester	892,710	82,908		317,447	632,500	22,369		34.2	30,065	23,808	13,892			
1 May '59	149.7	44.0		39	17		819	Nashville and Chattanooga	635,807	56,816		144,894	406,000	5,000		149.7	117,895	675,832	310,199	3		
1 May '59	45.8		4.2	11.7	5	5	32	Nashville and Northwestern	3,632,882	*		2,256,479	1,524,000	21,769		45.8						
1 May '59	30.0		0.6	8.0				Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		30.0	57,950	75,120	47,579			
1 May '59	32.0			158.0				Winchester and Alabama				216,962	413,000	408,477		32.0		1,248				
1 May '59	56.0			184.0				Texas, (all aided by State)								56.0						
1 May '59	43.0			281.0				Buffalo Bayou, Braz. & Col'r do								43.0						
1 May '59	75.0			110.0	2	3	67	Galveston, Houston & Henderson	1,132,747	*		1,270,123	335,000	128,205	1,691,443	75.0		70,958				
1 May '59	25.0			756.0				Houston and Brazoria								25.0						
1 May '59	28.0							Houston and Texas Central								28.0						
1 May '59	90.7		8.6	10.6	7	8	181	San Antonio & Mexican Gulf	2,345,724	185,421		1,200,000	800,000		90.7	98,556	192,122	82,001				
1 May '59	119.6		13.0	26	18	555		Southern Pacific	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	396,762	354,288	31,561			
1 May '59	62.0		3.4	10	5	201		VERMONT.	1,771,683	*		950,000			1,780,683	62.0						
30 Jun. '59	119.0		20.0	42	28	885		Connect. & Passumpsic Rivers	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	119.0	617,262	702,271	115,678			
30 Jun. '59	47.0		2.8					Rutland and Burlington	1,350,695			1,350,000			1,380,695	47.0						
31 Aug. '59	23.7		0.7		4	4	54	Rutland and Washington	1,212,274	89,612		616,164	793,200		1,308,864	23.7		47,324	43,998			
31 Aug. '59	54.0	10.5						Vermont Valley	1,083,500			332,000	700,000		1,083,500	54.0						
31 Aug. '59	41.3			122.1				Western Vermont								41.3						
31 Sep. '58	75.8			63.5	9	8	216	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	75.8		125,599	65,554			
31 Mar. '59	79.2							Manassas Gap	3,262,990	209,991		3,038,500	418,000	292,956	3,339,729	79.2						
31 Mar. '59	103.5							Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	103.5		345,427	248,004	loss		
30 Sep. '59	148.7	9.1	4.5		12	10	101	Northwestern Virginia	5,322,150	*		468,605	5,719,229		5,787,824	148.7		288,297	157,571			
30 Sep. '59	123.3	10.1			19	13	279	Orange and Alexandria	6,060,824	*		1,981,167	2,316,879	285,532	6,225,015	123.3		410,166	201,344			
31 Dec. '58	59.2	1.3			14	17	131	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	59.2		310,988	186,085			
30 Sep. '58	140.5	1.8			23	18	370	Petersburg and Roanoke	988,791	192,940		883,200	127,427	34,344	1,110,367	140.5		491,674	267,192			
31 Mar. '58	75.1							Richmond and Danville	3,588,653	*		1,981,017	1,126,407	25,153	4,424,671	75.1		263,893	145,656	6		
30 Apr. '59	22.2	2.7			10	16	192	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	22.2		209,126	145,656	7		
30 Sep. '59	38.3			14.3	2	1	13	Richmond and Petersburg	1,087,949			836,100	201,408	34,681	1,250,186	38.3		197,542	82,486	6		
31 Aug. '58	80.0				10	11	169	Richmond and York River	688,190	22,810		657,812	85,000		742,812	80.0						
30 Sep. '59	178.0	17.0		10.0	27	20	280	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	178.0		240,817	105,728			
31 Aug. '59	204.2	10.7			36	12	385	Virginia Central	4,835,729	527,181		3,132,445	1,485,346	43,905	8,116,522	204						

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :					Chicago and Milwaukee :					Eaton and Hamilton :				
Mortgage	\$300,000	7	1867		1st Mortgage (convertible).....	\$512,000				1st Mortgage	\$757,734	†	var.	
Convert. (guar. by Dir.)	150,000	7	1863		Income	62,000				Erie and North-East :				
Land Mortgage	23,500	7	1869		Real Estate 2d Mortgage	188,864		1868		Exchanged for Buff. and St. L.	149,000			
Alabama and Miss. Rivers :					Chicago and Rock Island :					Evansville and Crawfordsville :				
State (Ala.) Loan	123,171				1st Mortgage	1,397,000	7	1870	91½					
Mortgage	109,500				Chic. St. Paul and Fond du Lac :					Florida :-				
Alabama and Tenn. Rivers :					1st Mortgage (on 1st Division)					Internal Improvement (State).....				
1st Mortgage convertible.....	528,000	7	1872		2d Mortgage (1st Land Grant)	3,000,000	18			Free Land, 2d Mortgage.....	1,555,000	7	1891	
2d Mortgage	225,705	8	1864		Real Estate	350,000	18			Florida and Alabama :	1,500,000	8	1891	
Albany, Vt. and Canada :					Cincinnati, Hamilton and Dayton :					Florida and Alabama :				
1st Mortgage	500,000	7	1867		1st Mortgage	461,000		1867	92½	Internal Improvement (State).....		7	1791	
Albany and West Stockbridge :					2d Mortgage	950,000		1880	84½	Free Land, 2d Mortgage.....		8	1791	
Albany City (S. F.)	1,000,000	6	'66-'76		*Cincinnati, Wilm. and Zanesville :					Florida, Atlantic and Gulf Centr. :				
Androsoggin and Kennebec :					1st Mortgage	1,300,000				Internal Improvement (State).....	300,000	7	1791	
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64		2d Mortgage	574,000				Free Land, 2d Mortgage.....	200,000	8	1791	
Stock, convert. (Coupon)	710,000	6	'63-'66		3d Mortgage	158,000				Internal Improvement (State).....				
Atlantic and St. Lawrence :					Income					Free Land, 2d Mortgage.....				
Dollar Bonds (Coupon)	988,000	6	1866		Tunnel Right	250,500				Fox River Valley :				
Sterling Bonds (Coupon)	484,000	6	1878		Cleveland and Mahoning :	1,000,000				1st Mortgage	400,000	†		
City of Portland Loan (Coup.)	1,500,000	6	'68-'70		1st Mortgage	694,500				2d Mortgage	180,000			
Baltimore and Ohio :					2d Mortgage					Galena and Chicago Union :				
Maryland Sterling	3,000,000	5			3d Mortgage	469,000				Litchfield	52,015	7	1859	
Mortgage Coupon	2,500,000	6	1885	83	Clev. Painesville and Ashtabula :	38,800				1st Mortgage (S. F.)	1,993,000	7	'62-'63	92
"	700,000	6	1880	89	1st Mortgage	564,000	7	1861	98	2d Mortgage (S. F.)	1,738,000	7	1875	90
"	1,128,500	6	1875	83	2d Mortgage	303,000	7	1862		Galveston, Houston and Henderson :				
"	1,000,000	6	1867	83	Special (Sunbury and Erie)	500,000	7	1874						
Balt. City Loan	5,000,000	6			Convertible Scrip	300,000	7	1880		*Great Western, Ill. :				
Bellefontaine and Indiana :					Cleveland and Pittsburg :					1st Mortgage (W. Div. 100 m.)				
1st Mortgage convertible.....	791,000	7	1866	55	1st Mortgage (Main Line)	800,000	7	1860	67	1st M. (E.D. 84 m.), 2d M. (W.D.)	1,000,000	10		
2d Mortgage	140,000	7	1870		2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60	Old Sang. and Morg. Railroad	1,350,000	7		
Real Estate (1861, '63, '68)	129,000	7	var.		3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875		2d Mortgage	41,000			
Income (S. F.)	199,500	7	1859		4th Mort. (M. L.) or 3d Extension	1,154,000				Chattel (Equipment) Mortgage	323,000			
Belvidere Delaware :					Income					Chattel (Equipment) Mortgage				
1st Mort. (guar. C. and A.)	1,000,000	6	1877		Dividend Bonds and Scrip	118,000				Greenville and Columbia :	374,426			
2d Mortgage	445,500	6			Cleveland and Toledo :	491,925				1st Mortgage, Coupon	1,145,000			
Camd. and Amb. R.R. Co.	244,000	6			Junction 1st Mortgage 1st Div.	377,000	7	1867		Hannibal and St. Joseph :				
Black River and Utica :					Junction 1st Mortgage 2d Div.					Missouri State Loan (1st Lien)				
1st Mortgage	370,000	7	1869		Junction 2d Mortgage	306,000	7	1872	56	Land Security	3,000,000	6	20430	
Boston, Concord and Montreal :					Junction 2d Mortgage					2d Mortgage (convertible).....				
1st Mortgage	200,000	6	1870		Tol. Nor. and Clev. 1st Mort.	324,000	7	1862		Plain	5,000,000	7		94
2d Mortgage	300,000	7	1870		Tol. Nor. and Clev. 2d Mort.	622,000	7	1863	72½	2d Mortgage (convertible).....	757,000	7		
3d Mortgage Coupons	150,000	6			Junction Income	299,600	7	1863	72½	Harrisburg and Lancaster :	11,000	7		
4th Mortgage Coupons	200,000	7			C. and T. Income	61,500	7	1862		New Dollar Bonds	459,872	6	1883	94
Sinking Fund	200,000	6			C. and T. Income (convertible)	192,950	7	1863	02½	Hartford and New Haven :				
Boston and Lowell :					C. and T. Income (convertible)					1st Mortgage				
Mortgage	440,000	6	1873		C. and T. Income (convertible)	373,000	7	1864		Hartf'd, Providence and Fishkill :	1,000,000	6	1873	97
Boston and Worcester :					C. and T. Dividend (convert.)									
Mortgage (plain)	100,000	6	1860		C. and T. Income (convertible)	199,735	7	1865						
Mortgage (convertible)	500,000	6	1860		C. and T. Income (convertible)	129,000	7	1870						
Buffalo and State Line :					C. and T. (S. F.) Mortgage	640,000	7	1885	69					
1st Mortgage	500,000	7	1866	90	Junction (Lloyd's)	5,000	7	1862		Houston and Texas Central :				
Income (3 in '59, 4 in '62)	200,000	7	var.		*Cleveland, Zanesville and Cin. :					State (1st Lien) Loan	210,000			
Unsecured	200,000	7	1864		*Columbus, Piqua and Indiana :					Mortgage	125,000	7	1866	
Erie and North-East	149,000	7			Columbus and Xenia :					Hudson River :				
Burlington and Missouri :					1st Mortgage					1st Mortgage				
1st Mort. on 1st Division	590,000				Dividend (due 1860, '61, '62, '66)	18,000		1859		2d Mortgage	4,000,000	7	'60-'70	102
Burlington Loan	75,000				Connecticut River :	272,700		var.		3d Mortgage	1,980,000	7	1860	93
Cairo and Fulton (Mo.) :					Mortgage (due 1862, '63, '78)	253,000	6	var.		Convertible	1,840,000	7	1875	
State (Mo.) Loan	650,000	6	'78-'79		Connectic't and Passump. Rivers :					Illinois Central :	1,002,000	7	1877	77
Camden and Amboy :					1st Mortgage	800,000				Optional Right Scrip.....	65,000	7	1868	80
Mortgage	367,000	6	1864		Cumberland Valley :					Construction	12,885,000	7	1875	83
Mort. (chgd. from Sterlig)	888,000	5	1864		1st Mortgage	116,500				Construction	4,115,000	6	1875	84
Mortgage	800,000	6	1849		2d Mortgage	97,000				Free Land	3,000,000	7	1860	94
Mortgage	1,700,000	6	1875	87½	Dauphin and Susquehanna :					Indiana Central :				
Sterling (\$220,000)	1,008,000	5	1864							1st Mortgage (convertible).....	600,000	7	1866	
Sterling (\$225,000)	1,080,000	6	1864							2d Mortgage	284,500	10		
New Loan (as'd \$337,000)	2,500,000	6	1884							Income	281,500	10		
Unsecured	800,000	6	1863							Indianapolis and Cincinnati :				
*Catawissa, Williams, and Erie :					Dayton and Michigan :					1st Mortgage	500,000	7	1866	
1st Mortgage	1,500,000	7	1865	32	Dayton and Western :					2d Mortgage	400,000	7		75
2d Mortgage	399,036	7	1886		1st Mortgage	300,000				Real Estate Mortgage	200,000	7	1855	
Chattell Mortgage	380,000	10	1871		2d Mortgage					Dividend	86,234	7		
Cayuga and Susquehanna :					Delaware					Income and Domestic				
1st Mortgage	300,000	7	1865		1st Mortgage	500,000				Indiana, Pittsb. and Cleveland :				
Unsecured	89,000	7	1862		Guaranteed	65,000				1st Mortgage	656,000			
Central of Georgia :					State Loan					2d Mortgage				
Mortgage	106,267	7	1863		Delaware, Lackawanna and W'n :	170,000				Income	167,000			
Central of New Jersey :					1st Mortgage					Domestic				
1st Mortgage	1,500,000	7	var.		1st Mortgage (E. Extension)	900,000		1871	88½	Jeffersonville :	289,000			
2d Mortgage	1,500,000	7	1875		2d Mortgage	1,600,000		1875	95	2d Mortgage	592,000			
Income	375,000	7	var.		Income (due 1862, '65 and '67)	2,600,000		1881	95	*Kennebec and Portland :				
*Central Ohio :					Detroit and Milwaukee :					1st Mortgage (City and Town)				
1st Mortgage	450,000	7	1861	35	1st Mortgage (convertible)	2,500,000	7	1875	87½	1st Mortgage	500,000	6	1870	
1st Mortgage	800,000	7	1864	35	2d Mortgage	1,000,000	8	1866		2d Mortgage	230,000	6	1861	
2d Mortgage	800,000	7	1865		3d Mortgage (convertible)	750,000	10	1863		3d Mortgage	250,000	6	1862	
3d Mortgage (S. F.)	950,000	7	1885		4th Mortgage (G. W. R. R.)	500,000	8			*Kentucky Centr. (Cov. and Lex.) :				
4th Mortgage (S. F.)	1,365,800	7	1876		Dubuque and Pacific :					1st Mortgage	160,000	6		
Income (1858, '69 and '60)	1,172,200	7	var.		New Construction	800,000	†			2d Mortgage	280,000	7		
Income (iss. to Muskingum Co.	100,000	7	1862		Dubuque Western :					3d Mortgage	600,000	7		
Charleston and Savannah :					1st Mortgage					Guaranteed by Covington				
1st Mortgage (endorsed)	510,000	6			Eastern (Mass.) :	344,000	†			Cincinnati (exchanged)	200,000	6		
2d Mortgage	1,000,000	7			Income (due \$75,000 annually)	525,000	6	var.		Income (issued 1854)	100,000	10	1859	
Cheshire :					2d Mortgage (convertible)					Income (issued 1855)				
Mort. (1860, '63, '76 and '77)	786,400	7	var.		3d Mortgage (convertible)	710,000	5	1862		Kent'ky Centr. (Lex. and Danv.) :	210,000	6	1860	
Chicago, Burlington & Quincy :					1st M. (State) \$75,000 a yr after '65									
Consolidated 1st Mort.	1,600,000	8	1883		East Tennessee and Georgia :	500,000	5	var.		Keokuk, Ft. D. Moines and Minn. :				
Ohio. and Aur. 1st Mort.	405,000	7	1867		State, 1st Mortgage	970,000				City of Keokuk, 20 years	400,000	8		
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869		Endorsed by State of Tennessee	150,000				City of Keokuk, (special tax)	150,000	10		
Cent. Mil. Tr. 1st Mort.	400,000	7	1864		Mortgage (ordinary)	790,888				Lee County, 20 years	150,000	8		
Cent. M. T. 2d M. (Conv.)	281,000	8	1868		East Tennessee and Virginia :					Keokuk, Mt. Pleasant and Muscat.	150,000	8		
Chicago, Alton and St. Louis :					State, 1st Lien					Lee County				
1st Mortgage		†			Endorsed by State of Tenness.	1,602,000				City of Keokuk	200,000	8		
2d Mortgage		†			1st Mortgage (after State)	200,000				Henry and Louisa Company's	50,000	8		
3d Mortgage		†			Redeemable in Stock	100,000				Lehigh Valley :				
		†				66,950				1st Mortgage	1,500,000	6		

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:					Montgomery and West Point:					Orange and Alexandria:				
1st Mortgage (Eastern Div.)	\$903,000	†			Alabama State Loan	\$122,622				State Loan	\$400,000			
2d Mortgage (Eastern Div.)	1,000,000	†			Mortgage (due 1860, '63 and '65)	350,000	6	var.		1st Mortgage	1,055,500	6		79
1st Land Grant (Western Div.)	4,000,000	†			Mortgage	450,000	8	1866		2d Mortgage	461,878	8		
2d Land Grant (Western Div.)	353,600	†			Muscogee:					Pacific (Mo.):				
3d Mortgage (whole road)	1,700,000	†		9	1st Mortgage	249,000	7			State (Mo.) Loan	7,000,000	6		
Farm Mortgage	1,087,700	†			Nashville and Chattanooga:					State Loan (S. W. Branch)	2,800,000	6		
Unsecured Bonds	1,785,000	†			Mortgage (State endorsed)	1,500,000				Construction	4,500,000	6		
Lexington and Frankfort:					Chat. and Clev. Subc. (endors.)	150,000				Panama:				
Mortgage, due 1864, '69 and '74	130,000	6			Not endorsed	24,000				1st Mortgage Sterling	1,250,000	7	1866	100
Little Miami:					*New Albany and Salem:					2d Mortgage Sterling	1,150,000	7	1872	
Cincinnati Loan	100,000	6			Crawfordsville	175,000	7			Convertible	27,000	7		
1st Mortgage	138,000	6		85	1st Mortgage	500,000	10			Pennsylvania:				
2d Mortgage	7,000	6			1st Mortgage	2,235,000	6			1st Mortgage (convertible)	4,906,000	6	1888	100
3d Mortgage	981,000	6			New Haven and Hartford:					2d Mortgage	1,928,000	6	1876	
Long Island:										2d Mortgage Sterling	1,539,846	6	1876	
State Loan (S. F.)	100,000	5	1876							State Works Bonds	7,400,000	6		
1st Mortgage	500,000	6	1870							Pennsylvania Coal Company:				
Louisville and Frankfort:					N. Hav., N. Lond. and Ston'gton:					1st Mortgage	600,000	7		
Louisville Loan	174,000				Mortgage	450,000	7			Penobscot and Kennebec:				
1st Mortgage	248,000				Mortgage	200,000	6			Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
Louisville and Nashville:					Extension	100,000	10			2d Mortgage (Coupon)	250,200	6	1870	
State (Tenn.) 1st Lien	300,000	6			New Haven and Northampton:					3d Mortgage (Coupon)	150,600	6	1871	
1st Mortgage	2,000,000				1st Mortgage	500,000		1869		Pensacola and Georgia:				
McMinnville and Manchester:					New Jersey:					State Internal Improvement			7 35 y's	
State (Tenn.)	372,000	6			Company's (various)	711,000		var.	103	Free Land				
Mortgage	24,000	7			New London, William, and Palmer:					Peoria and Okawka:				
Mortgage	10,000	6			1st Mortgage	500,000	7†			Perrin and Indianapolis:				
Madison and Indianapolis:					2d Mortgage	300,000	6†							
State (Ind.) Loan	10,000	7			Income (convertible)	152,000	6†			Petersburg:				
Mortgage					New London City	100,000	6†			Mortgage (due 1863 to 1872)	103,000	7	var.	
*Marietta and Cincinnati:					N. Ori'ns, Jackson and Gt. North:					Petersburg and Lynchburg (S. Side):				
1st Mortgage (convertible)	2,500,000	7†	1868		State (Miss.) Loan	155,000				State (Va.) Loan (S. F.)	800,000	7		
2d Mortgage	2,000,000	7†			1st Mortgage	3,000,000	8	1886		1st Mortgage (1859-70-75)	365,000	6	var.	
3d Mortgage	1,500,000	7†			N. Ori'ns, Opelous and Gt. West:					3d Mortgage (1862-70-72)	378,000	6	var.	
Sterling Income	333,000	4			Louisiana State Loan	621,000				Special Mortgage (1866-68)	175,000	6	var.	
Domestic	928,617		69-702		New Orleans City Loan	1,500,000				Last Mortgage (1861 to 1869)	153,500	8	var.	
Memphis and Charleston:					1st Mortgage (S. F.)	2,000,000	8	1899		Phila., German'n and Norris'n:				
State (Tenn.) Loan	1,100,000	6			New York Central:					Consolidated Loan	274,800			
1st Mortgage	1,800,000	7	1880		Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101	Loan of 1842	100,000			
Memphis, Clarksv. and Louisv.:					State Loan—Sch'dy and Troy	100,000	6	1867		Philadelphia and Reading:				
State (Tenn.) Loan	910,000	6			State Loan—Rochester and Syr.	77,382	5†	1861		Mortgage	705,000	5	1860	99†
Memphis and Ohio:					State Loan—Buffalo and Roch.	55,300	6†	1865		Mortgage	1,572,800	6	1860	99†
State (Tenn.) Loan	1,340,000	6			Stock Loan—Roch., L. and N. F.	298,000	7	1861		Mortgage (convertible)	886,000	6	1860	99†
Michigan Central:					Stock Subscription	785,000	6	1883	88	Mortgage (convertible)	134,000	6	1860	
1st Mortgage Sterling	467,489	6			Premium Consolidated Stock	8,000,000	4	1883	86	Mortgage (convertible)	3,209,000	6	1870	80
1st Mortgage (convertible)	500,000	8			Real Estate	221,000	6	1883		Mortgage (convertible)	3,586,500	6	1886	73
Unconvertible	258,000	8			New Convertible	3,000,000	7	1864	102†	Mortgage (convertible)	1,500,000	7	1886	67†
1st Mortgage (convert.) Dollar	3,831,000	8			*New York and Erie:					Lebanon Valley R. R. (convert.)	618,450		var.	
1st Mortgage (S. F.) convertible	3,087,000	8		96	1st Mortgage	3,000,000	7	1867	98	Real Estate Mortgage				
Mich. Southern and N'n Indiana:					2d Mortgage	4,000,000	7	1859	95	Phila., Wilmington and Baltimore:				
Michigan Southern	993,000	7†	1857	75	3d Mortgage (convertible)	6,000,000	7	1871	77	Mortgage Loan	688,929	6	1860	
Northern Indiana	985,000	7†	1861		4th Mortgage (convertible)	3,729,000	7	1880	55	Mortgage Loan	1,696,300	6	1884	
Erie and Kalamazoo	300,000	†	1862		Unsecured (convertible)	1,277,000	7	1883	75	Improvement	119,000	6	1863	
Michigan Southern	259,000	†	1863		Unsecured (convertible)	2,618,000	7	1871	29	Pittsburg and Connellsville:				
Northern Indiana	299,000	†	1863		New York and Harlem:					1st Mortgage	500,000			
Jackson Branch	208,000	†	1865		1st Mortgage	3,000,000	7	1873	97	Alleghany Co. Loan	750,000			
Goshen Air Line	1,335,000	†	1868		2d Mortgage	1,000,000	7	1864	94	Connellsville Loan	100,000			
Detroit and Toledo	336,000	†	1876		3d Mortgage	1,000,000	7	1867	73	McKeesport Loan	100,000			
General Mortgage (S. F.)	2,458,000	†	1885		New York and New Haven:					Baltimore Loan	1,000,000			
2d Mortgage	2,175,000	†	1877	38†	1st Mortgage	311,000	7	1860		Cumberland Loan	200,000			
*Milwaukee and Beloit:					1st Mortgage	964,000	6	1866	96	*Pittsburg, Ft. Wayne and Chicago:				
1st Mortgage	630,000	8			1st Mortgage	930,000	6	1875		1st Mortgage (O. and P.)	1,000,000		1865	
Milwaukee and Chicago:					N. York, Providence and Boston:					2d Mortgage (O. and P.)	750,000		1866	
1st Mortgage	400,000	8			1st Mortgage	331,000	6			Income (O. and P.)	1,991,000		1873	45
2d Mortgage	200,000	7			North Carolina:					Bridge (O. and P.)	199,500			
*Milwaukee and Horicon:					State Loan	2,000,000	6			1st Mortgage (O. and L.)	1,000,000		1872	
1st Mortgage	420,000	8			State Loan	1,000,000	6			2d Mortgage (O. and L.)	380,000		1873	
2d Mortgage	600,000	8			North-Eastern (S. C.):					1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Farm Mortgage	150,000	10			1st Mortgage	700,000				Real Estate (F. W. and Chic.)	498,000		1874	
Milwaukee and Mississippi:					2d Mortgage	224,500				Mortgage, Consolidated Comp'y	1,222,000		1887	
1st Mortgage (convertible)	74,000	10†	1861		Real Estate	35,910				Pittsburg and Steubenville:				
1st Mortgage (convertible)	528,000	8†	1862		Northern Central:					Mortgage	800,000	†	1865	
1st Mortgage (convertible)	650,000	8†	1863		Balt. and Susq. R. R. (Coupons)	150,000	6	1866		Platte County:				
1st Mortgage (convertible)	1,250,000	8†	1877		Md. State Loan (B. and Susq.)	150,000	6			State (Mo.) Loan	300,000	6	1879	
South-West Branch	350,000	8†	1866		York and Cumberland 1st Mort.	175,000	6	1870		Potsdam and Watertown:				
2d Mortgage	600,000	10†	1862	30	York and Cumberland 2d Mort.	25,000	6	1871		1st Mortgage	800,000	7†	64-74	
Construction	500,000	7†	1859		York and C. guar. by Baltimore	500,000	6	1877		Quincy and Chicago:				
3d Mortgage	600,000	8†	1862		N. C. Contract	292,300	6	1875		1st Mortgage	1,200,000		1873	
Mississippi Central:					Construction	1,903,500	6	1885		Racine and Mississippi:				
1st Mortgage	1,007,363	7			Northern (Ogdensburg):					1st Mortgage (Eastern Division)	680,000	†		
Income	91,200	10			1st Mortgage	1,500,000	7†	1859		1st Mortgage (Western Division)	737,000	†		
Tennessee State	45,000	6			2d Mortgage	3,077,000	7†	1861		Raleigh and Gaston:				
Mississippi Central and Tenn.:					North Missouri:					Coupon	100,000		1862	
State (Tenn.) Loan	529,000	6			State Loan	2,000,000	6			Rensselaer and Saratoga:				
Income	95,500				State Loan	2,000,000	6			1st Mortgage		7	1863	
Mississippi and Missouri:					State Loan	350,000	6			Richmond and Danville:				
1st Mortgage (convertible)	1,000,000	7			North Pennsylvania:					State (Va.) Loan	600,000			
2d Mortgage (S. F.)	400,000	8			Mortgage	2,500,000				Guaranteed by State	200,000		1875	94
Oskaloosa Division	1,425,000	7			Chatell Mortgage	214,500	10		68	Mortgage (Coupon)	250,000		1869	
Land Grant	7,000,000	7			Northern (N. H.):					Registered	150,000		1860	
Mississippi and Tennessee:					Mortgage (due 1860, '64 and '74)	219,500		var.		Richmond, Fred. and Potomac:				
Tennessee State Loan	98,000	6	1885		Norwich and Worcester:					Sterling (£27,000)	324,000		1860	
Mississippi State Loan	202,799	6			Mass. State Loan	400,000	6	1877		Convertible	54,500		1875	
1st Mortgage	171,000	7	1876		Mortgage	205,800	6	1880		Dividend Certificates	35,800		1867	
Mobile and Ohio:					Dividend Scrip and Bonds	16,000	7	1880		Dividend Certificates	265,509		1869	
City (Mobile) Tax Loan	400,000	6			Ohio and Mississippi (O. and Ind.):					Richmond and Petersburg:				
Tennessee State Loan	674,860	6			1st Mortgage	2,193,500	†	1858		Coupon	150,000		1875	
Alabama State Loan	389,410	6			2d Mortgage	316,995	†	1862		*Rutland and Burlington:				
Income	759,415	8	1861		Construction	4,637,920	†	1858		1st Mortgage	1,800,000			
Income	854,728	8	1862		Income	3,561,185	†	1855		2d Mortgage	913,500			
Income	875,132	8	1865							3d Mortgage	426,400			
Income	18,700	8	1867		Ohio and Mississippi (Ill.):					Sacramento Valley:				
Sterling	878,036	6	1883							1st Mortgage	400,000			
Mississippi State Loan	200,970	6								2d Mortgage	350,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	
Mortgage	997,000	7	1866	
Mortgage	1,000,000	7	1876	
Dividend	224,000	6	'60-'62	
Sandusky, Mansfield and Newark:	1,290,000	†		
1st Mortgage				
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	1856	
Unsecured	45,000	7†	1858	
Seaboard and Roanoke:				
1st Mortgage	300,000		1860	
3d Mortgage	75,000		1870	
4th Mortgage	60,000		1856	
South Carolina:				
State Loan	200,000	5	1868	
Sterling	183,333	6	1863	
Sterling	2,000,000	5	1866	
Auditor's	246,500	7		
Southern Mississippi:				
1st Mortgage	500,000			
South-Western (Ga.):				
	631,000		1875	
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000			
2d Mortgage	450,000			
*Staubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000			
2d Mortgage	900,000			
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†		
2d Mortgage	1,535,000	7†		
3d Mortgage (Income)	1,000,000	10†		
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000			
St. Louis City Subscription	500,000			
St. Louis County Subscription	1,000,000			
Carondelet Subscription	50,000			
Sunbury and Erie				
Mortgage	1,000,000	7		
Mortgage	7,000,000	5		
Syracuse, Binghamton and N. Y.:				65
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	
3d Mortgage (Bel. and Ill.)	603,000	10†	1874	
Tennessee and Alabama:				
State (Tenn.) Loan	814,000			
Mortgage	46,000			
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	
Vermont Central:				
1st Mortgage				18
Mortgage				
Virginia Central:				
Guaranteed by State of Va.	100,000	6	1880	82
Mortgage	206,000	6	1872	
Mortgage (coupons)	941,000	6	1884	
due 1865, '66 and '75	238,346	6	var.	
(1859 to 1863)	168,382	7	var.	
Tennessee:				
Loan	1,000,000	6	1887	
Mortgage	500,000	6	1872	82
Mortgage	23,500	6	1868	82
Mortgage	1,000,000	6	1884	80
Port. due '65-'61	203,000	6	var.	
due	431,000	6	1865	76
Enlarged	568,500		1875	
Wabash & Erie				
Mortgage (Inco.)	800,000	7	1880	
	4,319,520	5	'68-'71	
	1,000,000	6	'66-'76	
	900		1861	
			1890	
	700			
	1,000,000	7		
	596,000			
	1,000,000			
	177,000			
	443,555			
	144,700			
	203,300			
	120,000	6	1897	
	306,000	†		

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, April 28, 1860.

Milwaukee and Mississippi Railroad.

This road is one of those instances where the net earnings have been equal to the interest on its funded debt, but where a greater necessity has absorbed them all as they accrued—the protection and proper development of the property of the bondholders. The road has real merit, and must continue to earn a large sum of money. To restore it to an unembarrassed position, it is now proposed to place the same in the hands of the Trustees under the second mortgages. The bonds, \$600,000, secured by this mortgage are to be converted into a *first* 8 per cent. preferred stock; the third mortgage bonds, \$400,000, into a second class 8 per cent. preferred stock. The balance of net earnings, after paying the interest on the 1st mortgage, and the dividends on the preferred shares is to be used in retiring or buying them up; when they are extinguished, the net earnings to go to the holders of the ordinary shares. These, we understand, are propositions of the Directors, but possessing as yet no binding force. It would be a great misfortune if some plan could not be carried out for the relief of the company. The road will certainly earn the interest on six or seven millions, which, with some adequate plan for the relief of the company, could be made immediately productive.

New York, Providence and Boston R.R.

At a recent meeting of this company, James J. Day of Stonington, Conn., was elected President of said company, in place of Mathew Morgan Esq., resigned.

**Michigan Southern and Northern Indiana
Railroad.**

The annual meeting of this company took place at Toledo on the 25th instant, when the following gentlemen were elected directors and officers for the current year :


Wm. F. Havemeyer, Allen Campbell, Milton Courtright, J. H. Ransom and Henry Keep, of New York; Elijah M. Gilbert, of Utica; Hamilton White, of Syracuse; Nelson Beardsley, of Auburn; Stillman Witt, of Cleveland; John S. Barry, of Constantine, Mich.; Philo Morehouse, of Elkhart, Indiana; M. L. Sykes, Jr., of Chicago; Wm. Williams, of Buffalo.

At a subsequent meeting of the directors, Elisha M. Gilbert was elected President, and M. L. Sykes, Jr. Vice President.

What this election particularly signifies, and what is the policy to be pursued for the future, are not yet disclosed. The newly elected President is a veteran operator on the Stock Exchange, and was one of the leading spirits in the speculative movements in this stock two or three years since. Whether the present change in the direction has any meaning beyond a similar operation, remains to be seen. It was claimed by the old Board that the incoming one were in favor of cutting down the capital account of the road, in some of the classes of bonds. We do not

his may be, but we hardly see how
unless under a foreclosure. The
worth its funded debt, but
branches, or a part of
can be done.
is unquestionab-
much more. If the

them, could be sold, it would afford great relief to the company. We shall probably soon see some demonstrations on the part of the new board.

 We invite the attention of railroad men to the *Forester's Patent Day and Night Shifting Car Seat*, now on exhibition at the office of GILEAD A. SMITH, No. 207 Broadway. We understand that this seat has been in use for over a year past on the Orange and Alexandria and Virginia and Tennessee railroads, and that it has given general satisfaction.

Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 25th April, 1860, were as follows:

Th.19. F. 20. Sat.21. M.23. Tu.24 W.25

FEDERAL STOCKS:—									
U. S. 5s, 1874	103	103½	103½	103½	103	102½			
STATE STOCKS:—									
California 7s	90	90	---	---	90	90½	89		
Georgia 6s	---	---	---	---	---	---	---	103	
Illinois 5s	---	---	---	---	---	---	---	---	---
Indiana 5s	---	90	---	---	---	---	---	88	
Kentucky	---	104½	---	---	---	---	---	---	---
Louisiana 6s	---	---	---	---	---	104½	---	---	---
Maryland 6s	---	---	---	---	---	---	---	96	
Michigan 6s	---	---	---	---	---	---	---	102½	
Minnesota 8s	---	---	---	---	---	---	---	102	
Missouri	84½	84½	84½	84½	84½	84½	83½		
New York 5s, 1874	---	---	---	---	---	---	---	100	
North Carolina 6s	96	---	---	96½	---	---	---	96	
Ohio 6s, 1870	---	---	---	108	---	---	---	107½	
Tennessee 6s, 1890	91½	91½	---	91	91½	91½	91		
Virginia 6s	93½	93½	93½	93½	93½	93½	93½		
RAILROAD SHARES:—									
Chicago and Rock Isl.	64½	64½	64	63½	64	63½			
Clev., Painesv. & Asht.	---	---	---	---	---	---	112		
Clev. and Toledo	29½	30½	30	29½	29½	28½			
Del. Lack. and West.	---	---	---	---	---	---	---	---	---
Galena and Chicago	64½	64½	64½	63½	63½	63½			
Hudson River	42½	42½	42	41½	41	41			
Illinois Central	61	61	60½	66	60	59			
Michigan Central	49½	49½	49	48	47½	47			
M. S. and N. I. guard	25	25	25	24	23½	24			
M. S. and N. I.	12	13½	13	12½	12½	12			
New York Central	80	80½	79½	79	79	78			
New York and Erie	17½	17	17	17½	18	16½			
N. York and Harlem	14	14	13½	13	13½	13			
N. Y. and H. "pref."	39	39½	39	39½	39½	38			
Panama	134½	136	136	136	137	136			
Phila. and Reading	43½	44	43½	43½	42½	42½			
MISCELLANEOUS:—									
Del. and Hud. C. Co.	97½	97½	98	98	98	97			
Cumberland Coal Co.	14	15	---	15	15	14			
Pennsylvania Coal Co.	83½	83½	---	---	---	---			
Pacific Mail S. S. Co.	105½	105	105	105	104½	105			
Canton	22	22½	22	21½	21½	21½			
Brooklyn Water W's.	102	---	---	101½	---	---			

The following are the closing prices in the London Market on the 11th April:

United States 5 p. c. red. '74.....	91½	to	92½
Illinois Central 6 p. c. red. 1875.....	75	to	77
Do. 7 p. c. red. 1875.....	79	to	80
Do. do. Fr.L'd red. '60. 89½.....	89½	to	90½
Do. \$100 shares, \$60 p'd. 42.....	42	to	42
Mich. Cen. 8 per cent. con. '60.....	85	to	90
Do. do. 1869.....	82	to	84
Do. do. 1st mortgage (sinking fund), 1882.....	82	to	84
Do. \$100 shares.....	35	to	40
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885.....	55	to	65
Do. \$100 shares.....	8	to	10
New York Central, 6 per cent. (sink- ing fund) 1883.....	85	to	87
Do. 7 per cent. 1864.....	92	to	94
Do. 7 per cent. (sinking f.) 1876.....	92	to	94
Do. \$100 shares.....	68	to	70
New York and Erie 1st mortgage 7 per cent. 1867.....	89	to	91
Do. 2d mortgage, 1869.....	80	to	82
Do. 3d do. 1883, assented.....	69	to	71
Do. Bonds, 1862, '71, '75 do.	28	to	32
Do. Shares, assented.....	10½	to	11½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.....	88	to	90
Do. 2d mort. 6 per cent. sterling.....	89	to	91
Do. \$50 shares.....	37	to	40
Phila. and Reading B'ds, 6 p.c., 1860.....	78	to	80
Do. 6 per cent. 1870.....	70	to	75
Do. \$50 shares.....	15	to	20

Montgomery and West Point Railroad.

At the annual meeting of the stockholders of this company, held at Montgomery, Ala., on the 16th inst., the following gentlemen were re-elected directors for the ensuing year:

President—CHARLES T. POLLARD.

Directors—Wm. Taylor, B. S. Bibb, Wm. M. Marks, Wm. B. S. Gilmer, John P. King, R. R. Cuyler.

The receipts of the company for the year ending March 1, 1860, were.....\$505,156 20
Less expenses of operating and maintaining road.....\$244,886 86
Interest 64,808 80

309,195 66

Leaving as net income.....\$195,960 54
—or nearly 14 per cent. on the capital stock of the company.

During the year 119,872 passengers have passed over the road; and 59,425 bales of cotton. The business of the road, both in passenger and freight, is far in advance of previous years.

The stockholders authorized a subscription of \$50,000 to the Montgomery and Selma road.

Stationery, Blank Books, etc.

We invite the attention of Railroad Companies, Bankers, Insurance Companies, etc., to the advertisement of CHARLES W. BLEECKER, in another column. Having a Bindery of his own, he is enabled to give his personal attention to orders, instead of being dependent, as many stationers are, upon others for their proper execution. Employing none but the most experienced workmen, he is confident that the books manufactured by him cannot be excelled in any particular, and at prices that cannot fail to be satisfactory. Several years' experience, and a thorough knowledge of the business enables him to offer superior inducements to parties wishing single, or full sets of books. Printing, lithographing and engraving neatly and promptly executed. Address Chas. W. Bleeker, Esq., 16 William st., New York.

Tennessee and Alabama R. R.

This road is now completed to Mount Pleasant, 11 miles from Columbia, Tenn. A charter has been obtained, with State aid of \$10,000 to the mile, to extend it to Hamburg on the Tennessee river.

New Orleans and Jackson Railroad.

At the election for directors of this company recently held at New Orleans, the old board were unceremoniously ousted, and the following named gentlemen substituted: C. Fellows, M. O. H. Norton, P. N. Wood, Geo. Jones, C. Roselius, A. M. Holbrook, W. Bogart, Henry Florance, J. W. Carroll, H. W. Schwartz, Richard Easterbrook, H. J. Ranney, Louisiana; Wm. McWillie, C. S. Tarpley, James Drame, Madison McAfee, James McAdory, L. E. Houston, Mississippi.

State Debt of Virginia.

The Petersburg *Intelligencer* gives the following as the present indebtedness of this State:

Public debt, as per Auditor's report, at close of last fiscal year.....\$31,452,159 62
General appropriations at late session, say 9,000,000 00
To James River and Kanawha Co. 2,700,000 00
Preferred stock in same, hereafter to be assumed 2,500,000 00
Previous appropriations uncalled for 3,800,000 00
Total State indebtedness.....\$48,552,159 62

Toledo, Logansport and Burlington R. R.

The election for directors of this company was held at Logansport on the 12th inst. The following gentleman were elected: D. M. Dunn, Wm. Chase, Logansport; W. Colburn, Toledo; J. B. Waring, Cleveland; Geo. Palmer, Buffalo; Samuel Gilman, Charles A. Secor, New York.

Debt of Alleghany Co., Pa.

The debt of this county on account of railroad subscriptions, is \$2,300,000, on which there is due four years' interest, equal to \$552,000. The county tax last year, without providing for railroad bond interest, was ten mills, and ten mills on the present county valuation will raise \$250,000. Thus to meet the ordinary expenses of the county and provide for railroad interest over-due would require thirty-two and a-half mills, equal to three and a-half per cent. on their valuation for taxes. The city of Pittsburg has a funded railroad debt of \$1,800,000, with back interest to the amount of \$324,000. The *Journal* of that city says "the city must meet its share of thirty-two and a-half mills of county, twenty-seven mills of her own municipal expenses, and in addition, thirty-five mills for her own railroad debt, making ninety-four and a-half mills, or in round numbers, ten per cent."

Mobile and Great Northern Railroad.

At the annual meeting of the stockholders of this company held at Mobile, Ala., on the 13th inst., the following gentlemen were unanimously re-elected directors for the ensuing year: Wm. D. Dunn, Wm. Jones, Jr., N. St. John, J. A. M. Battle, R. A. Baker, L. M. Wilson, Jas. Boykin, and Lewis Troost. The annual reports of the President and Chief Engineer were submitted. The President's report gives a brief history of the enterprise from its commencement. From this we learn that the company was organized on the 11th of April, 1859. On the 19th of the same month the Directors ordered the preliminary surveys of the road to be made, which were completed in the month of October following. On the 1st of November the new act, supplemental to the act for taking the sense of the city upon the question of aiding this road, was submitted to the city authorities by the Mayor, was approved and forwarded to Montgomery and became a law, by the approval of the Governor, on the 29th of November. Meanwhile the stock subscriptions had been increased to upwards of \$300,000, and the estimates of the cost of the road were reduced to \$1,080,000.

Application was then made to the city authorities for aid to the amount of \$1,000,000, and on the 13th of December the subject was brought by the Mayor, to the attention of the Aldermen and Council. On the 27th of December the contract, drawn up with the sanction of the committee appointed by the Board, having been adopted by both the city and the Railroad Company, was formally signed and executed.

On the 15th of January, contracts were made for the material portions of the work east of the Tensas river, to be completed by January 1, 1861; and on the 1st March all the bridge superstructure from the East bank of the Tensas to Mobile, was contracted for, to be completed in two years. On the 7th March, contracts were made for all the piers, rails, fastenings, etc., necessary for the road east of the Tensas, to be delivered at different

periods from October, 1860, to July, 1861. The Directors have therefore provided for putting the road in operation from the Alabama and Florida road to the Tensas river in time for the crop of 1861, and into the city by about the 1st January, 1863. Calculations are based, however, upon the unimpaired credit of the company and the sale of the city bonds.

Three routes, it is stated, were surveyed for this road, the first extending from Mobile to the Alabama and Florida Railroad near Fort Crawford, the proposed junction of the Mobile and Girard Railroad; the second, connecting with the Alabama and Florida Railroad at Sparta, with a side line forming a junction with the same road at Evergreen; and the third route, running from Mobile to Midway and thence to the Alabama and Florida road at Greenville.

The first route was selected as being the shortest, cheapest, most eligible and affording the most and best connections with other roads. The Chief Engineer says:

A mere projected line would indicate the latter as the point of junction with the Alabama and Florida Railroad, but when the fact was so patent, that all the requirements of either the city of Mobile or the public could be met by a connection at Fort Crawford, at an immense saving of money and time, the terminus was easily fixed.

Had there been a local business commensurate with the heavy expenditure necessary to make a connection north of the present one, the location might have been different; but the absence of all local advantages fully confirms the policy of the present location. The Fort Crawford line being fixed upon, a locating party was organized December 1st, and put into the field, and the location perfected to the east bank of the Tensas river, forty-nine miles, in six weeks. The general direction of the line for the first thirty miles is indicated by the Florida State line, as the line of road follows immediately along the State line, approaching it at points within one quarter of a mile till the crossing of the Perdido, where the course changes to the south-west, direct for Mobile, crossing the Tensas and Mobile rivers, about half way between Hall's and Byrne's landings. The country over the entire distance is high and dry, densely timbered with the finest long leaf yellow pine, and interspersed with hundreds of never-failing springs and streams of pure, healthy water. A more minute description of the line would be unnecessary, because possessed of neither landmarks nor localities familiar to the stockholders of your company.

The location from the east bank of the Tensas into the city of Mobile is yet incomplete—the crossing of the Tensas and Mobile rivers only having been fixed. A party is at present engaged upon this work, and as it is the only portion of the line presenting any difficulty, I feel that too much time can scarcely be spent upon it—the present cost, as well as the ultimate working expenses of the road, being greatly dependent upon a judicious location of this section of your road.

Great fears had long been entertained of the total impracticability of a line crossing the delta, owing to the depth of water and character of marsh and swamp, rendering foundations expensive and doubtful; recent surveys have relieved all doubts upon this subject. The crossing of both the Tensas and Mobile rivers are favorable, having water varying from five to twenty-seven feet and a compact sand and clay bottom.

The remainder of the line is over a well-timbered section of country; and although a portion of it is subject to overflow and will not supply the necessary material for embankment, yet the surface is generally sufficiently firm to support the material that can be conveniently hauled in from the cuts east of the Tensas.

The absence of materials ordinarily used in the

construction of bridge piers, created the necessity of a thorough investigation of all the plans resorted to in Europe and our own country, for the support of bridge superstructures, and a careful comparison of their respective cost. The first cost of timber piers was materially less than any other; but in a Southern climate like our own, where decay is so rapid, aided by the destructive influence of the *teredo navalis* or sea-worm, its use would have been both hazardous and expensive in the end.

Iron being left as the only available material for meeting the difficulties presented in the our case, a careful investigation was instituted of the respective merits of pneumatic cylinders and screw piles.

The latter presented many admirable features, being easily put in, and when once erected, offered little or no resistance to the current of the river; but the depth of water, height of superstructure, and severe gales, rendered the piers top heavy and liable to great vibration; and independent of the above, they were more expensive than the pneumatic cylinders.

The cylinders was finally determined upon as the cheapest and least objectionable of all the known plans, and one eminently suited to our wants. The success of this class of bridge pier, in both Europe and America, gives entire confidence in their adoption.

The cast iron cylinder possesses many advantages over all other plans of bridge piers. The location of your bridge is at points where the water is but slightly affected by the salt of that of the bay; and even if it were doubly so, and the action equal to the maximum of metallic destruction, the material presented to this action would render the piers perfectly safe for the duty they would have to perform a century from this time. Independent of this fact, these cylinders are filled with the best concrete, and whilst the cylinders may be losing something by metallic decomposition, it is compensated in an equal ratio by the gradual hardening of the concrete, a substance that will, in a few years, attain to a hardness quite equal to good building stone. The screw pile pier is without the above advantage. The chemical action of the water upon the screw pile is rapid and permanent, without a compensating medium of protection. A contract for the cylinders was closed on the 7th day of March with Messrs. John Rogerson & Co., of Newcastle-on-Tyne, England, and the plans are now on their way to the manufacturer. Should there be no disappointments in the delivery of the cylinders, the operation of sinking them will begin the first of October next. The superstructure for these bridges will be upon the Howe Truss plan, with large revolving draws, for both the Tensas and Mobile river bridges. These bridges have been let to Messrs. Denmead & Kendrick, of Marietta, Ga., men eminently able to carry out the terms of the contract.

The cost of the entire road into the city of Mobile is summed up in detail in the following table, which, for convenience of future reference, I have divided into two divisions—Eastern and Western. The eastern division, extending from the Alabama and Florida Railroad to the east bank of the Tensas river, forty-nine miles long; the western division, from the east bank of the Tensas river to the city of Mobile, is eighteen miles long.

EASTERN DIVISION.

Clearing, grading, masonry and bridging.	\$420,100
Superstructure.....	409,600
Buildings.....	74,500
Equipment.....	140,000
General expenses and engineering.....	50,000

Total.....\$1,094,200

WESTERN DIVISION.

Clearing, grading, masonry and bridging.	\$451,000
Superstructure.....	124,300
Buildings.....	45,500
Equipment.....	60,000
General expenses and engineering.....	25,000

Total.....\$705,800

RECAPITULATION—EASTERN AND WESTERN DIVISION.	
Clearing, grading, masonry and bridging.	\$871,100
Superstructure.....	533,900
Buildings.....	120,000
Equipment.....	200,000
General expenses and engineering.....	75,000

Total.....\$1,800,000

It is confidently believed that the above sum will be ample to cover the cost of the entire road.

The progress that is being made on every portion of the line, with the clearing, grading and cross-ties, will enable us to begin our track-laying early in the coming fall of the Tensas and Alabama and Florida Railroads; and should no unforeseen occurrence delay the work, we may safely expect to see the line opened through the Tensas, in time to take off the crop of sixty-one.

The receipts of the company up to April 2d, have been, from instalments on stock subscriptions, \$36,646; from sale of city bonds, \$79,664.64; total, \$116,310.40. The expenditures up to the same time were, \$84,230.16, leaving a balance in the treasury of \$32,080.24. Bonds of the city have been received to the amount of one million of dollars. Seventy-nine bonds have been sold at par; eighty-four have been sent, and thirty more are to be sent, to London to John Rogerson & Co. on contract for rails and iron work for bridges, piers, etc., making ninety-three bonds in all disposed of, and leaving eight hundred and seven in the possession of the company.

The officers of the company are:

WM. D. DUNN, *President*.

G. JORDAN, JR., *Chief Engineer*.

S. W. ALLEN, *Treasurer*.

Railroad Earnings.

The earnings of the Cincinnati, Hamilton and Dayton Railroad for March, 1860, were \$60,203 10
March, 1859..... 47,060 70

Increase.....\$13,142 40

The earnings for the year ending March 31, 1860, were.....\$561,682 52
Do. 1859..... 489,437 92

Increase.....\$72,243 60

The net earnings for 6 months to March 31, 1860, were.....\$87,481 58
Less $3\frac{1}{2}$ per cent. dividend..... 75,453 00

Surplus.....\$12,028 58

The earnings of the Norwich and Worcester Railroad for March were:
1860.....\$27,801 30
1859..... 25,864 66

Increase.....\$1,936 64

The receipts of the Grand Trunk Railway of Canada, for the week ending April 7th, 1860, were.....\$70,160 70
Corresponding week, 1859..... 49,068 19

Increase.....\$21,092 51

Total traffic from July 1, 1859.....\$2,199,758 60
Do. for same period last y. 1,762,597 49

Increase.....\$437 161 11

The receipts of the Grand Trunk Railway of Canada for the week ending April 14, were.....\$70,858 89
Week ending April 16, 1859..... 46,963 46

Increase.....\$23,895 43

Total traffic from July 1st, 1859.....\$2,270,617 49
Same period last year..... 1,809,560 95

Increase.....\$461,056 54

The officers of the Western and Atlantic Railroad have paid into the State Treasury of Georgia, \$40,000, the net earnings of the road for the month of March.

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of March:

	1860.	1859.
Received from coal.....	\$169,808 48	\$109,972 04
Do. merchandise.....	57,608 80	47,978 98
Do. travel, etc. ..	29,992 29	30,657 79
	\$257,409 57	\$188,608 81

Transportation, road-way, dumpage, renewal Fund, and all charges.....134,043 71 109,030 89

Net profit for the m'th. \$123,365 86 \$79,577 92
Do. for previous 3 mos. 221,029 80 216,382 06

Total net profit for 4 months.....\$344,395 66 \$295,959 97

The earnings of the Eastern Division of the Ohio and Mississippi Railroad for March were:

1860.....\$94,392 55
1859..... 89,264 18

Increase.....\$5,128 37

The earnings of the New York Central Railroad have been as follows:

	1858 9.	1859 60.	Increase.
December.....	\$510,424 64	\$520,396 27	\$9,971 63
January ..	380,348 68	387,128 14	6,779 46
February ..	370,544 86	402,530 38	31,986 02
March	509,210 54	554,339 33	45,128 79

The earnings of the Mobile and Ohio Railroad have been:

	1860.	1859.	Increase.
February.....	\$118,435	\$70,391	\$48,044
March	100,494	51,544	48,950

The earnings of the Central Ohio Railroad for February were.....\$46,900 49
Expenses..... 35,051 19

\$11,849 30

Balance on hand.....\$22,535 17
Due other roads..... 16,204 23
Due from other roads..... 17,701 59

The receipts and expenses of the road for the past six months has been as follows:

	Receipts.	Expenses.
September.....	\$66,460 25	\$38,640 92
October.....	53,092 78	44,950 37
November.....	49,569 24	39,441 19
December.....	43,907 10	43,103 05
January.....	41,946 07	40,888 21
February.....	46,900 42	35,951 19

Cincinnati Stock Sales.

By KIRK & CHERVER.

For the week ending April 24, 1860.

	BONDS.	Per cent.
Little Miami, 1st Mort.	68	85 and int.
Covington and Lexington, 1st Mortgage..	78	85
" " " 2d " "	78	68
" " " Income, pref.	106	10
Ohio & Miss., M. D., Construction.....	78	15
Cinc., Ham. and Dayton, 2d Mortgage ..	78	85 and int.
" " " 1st " "	78	95
Indianap. & Cincinnati, do. do.	78	73

STOCKS.

Cincinnati, Hamilton & Dayton.....	Ex Div. 70
Columbus and Xenia.....	85
Indianapolis & Cincinnati.....	38
Little Miami.....	86

We learn from the Erie Gazette that a survey is soon to be made of a line for a railroad from some point on the Sunbury and Erie through the oil region to Franklin, Pa. The expense attendant upon this survey is to be raised by voluntary private subscription.

D. VAN NOSTRAND,
BOOKSELLER, PUBLISHER,
AND
IMPORTER,
192 BROADWAY, NEW YORK,
(UP-STAIRS.)

BOOKS imported from London and Paris by every steamer, and at the lowest possible rates, and for Public Institutions, free of duty.
A large stock of the principal FRENCH, ENGLISH and AMERICAN Military and Engineering Works on hand.

JOHN P. GRUBER,
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CHARLES W. BLEECKER,
16 & 18 William st., cor. of Beaver,
NEW YORK,
STATIONER, PRINTER AND
BLANK BOOK MANUFACTURER.

ENGRAVING, and LITHOGRAPHING of every description, executed in the best style; BLANK BOOKS for RAILROAD COMPANIES, BANKS and INSURANCE COMPANIES, made to order; Tracing and Drawing Papers, Tracing Cloth; Note, Letter and Cap Papers; Envelopes; and a complete assortment of Stationery, all of which is offered on reasonable terms.

NOTICE TO Railroad Contractors.

SEALED PROPOSALS will be received at the office of the West Jersey Railroad Company at Woodbury, Gloucester County, New Jersey, for the Grading of a Railroad from Woodbury to Glassborough (a distance of 10 miles) until Thursday, the 10th of May, 1860.

Also at Bridgeton; for the Grading from Bridgeton in Cumberland County, to Pittstown in Salem County (a distance of 10 miles) until Thursday, the 17th of May, 1860.

Also at Glassborough; for the Grading from Pittstown in Salem County, to Glassborough in the County of Gloucester (a distance of 10 miles) until Thursday, the 24th of May, 1860.

Profiles, Plans and Specifications of the work may be seen at the Engineer's office in Woodbury, for the First Division; at Bridgeton, for the Second Division; and at Glassborough, for the Third Division, three days before the letting of each Division.

WM. COOK, Engineer.

PROTECTION AGAINST THIEVES.

**THE PATENT
PREMIUM INSURANCE
DOOR BOLTS,**

PECULIARLY adapted to all doors where safety is required, are unequalled for strength, and pronounced by judges BURGLAR-PROOF. This is not the Door Fastener carried in the pocket. Manufactured by

HENRY BURT,

No. 11 Newton st., Newark, N. J.

For sale at Clough's Yankee Notion Depot (231 Pearl st.), New York, and by the trade generally.

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STATIONER, PRINTER AND LITHOGRAPHER,
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FIRST CLASS ACCOUNT BOOKS made to order, and ENGRAVING of every description for RAILROAD CORPORATIONS, BANKS and INSURANCE COMPANIES, executed in the best manner on short notice.

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FOR SALE AT LOW PRICES.

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ARCHITECT & BUILDER,

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DR. A. MERRIMAN,
DENTIST,
1 WAVERLEY PLACE,
OPPOSITE NEW YORK HOTEL,
NEW YORK

To Locomotive Builders and Coppersmiths.

10,000 pounds Patent Seamless COPPER TUBES, manufactured by a new patent process.

10,000 pounds Patent Seamless BRASS TUBES, manufactured by a new patent process.

Two inches outside diameter, suitable for Locomotives, or any purpose for which a perfect tube is desirable.

Warranted pure and free from any brazing.

For sale low. Apply to
THE HAMILTON MANUFACTURING CO.,
4119 No. 78 Cedar st., New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
New York, March 29, 1860.

At a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held this day, it was

Resolved, That an assessment of Five Dollars per share upon the Capital Stock of the Company, be, and the same is hereby called, payable on the 15th day of May, 1860; and that the same be payable on the stock registered in the City of New York, at the office of the Company in that city, and on the stock registered in London, at the office of Messrs. ROBERT BENSON & CO.; and that parties desiring to pay their instalments in London, may pay the same, at the rate of four shillings two pence sterling to the dollar.

Resolved, That the Transfer Books be closed on the 10th day of May, and re-opened on the 15th, and that no transfers be permitted after that date, of shares upon which such assessments shall not have been paid.

Resolved, That interest at the rate of seven per cent. per annum be allowed upon all assessments paid previous to the 15th of May, and charged at the same rate upon all assessments paid after that date. By order of the Board.

A. E. BURNSIDE, Treasurer.



PORTER'S IMPROVED CENTRIFUGAL GOVERNOR.

THE ATTENTION OF PARTIES TROUBLED WITH IRREGULAR OR UNSTEADY power, is respectfully called to this Governor now coming into general use. It may be used in connection with any valve or cut-off, and will regulate the motion of the engine so perfectly, that its entire load may be thrown on or off at once without sensibly affecting its speed.

I will send a Governor to any responsible person for trial, and if its action be not per foot under the above letter it may be returned.

Prices exceedingly moderate. All orders and communications will receive prompt attention. Send for a circular.

Address **CHARLES T. PORTER, Patentee and Manufacturer,** 325 West 13th St., NEW YORK CITY.

A few reliable Agents wanted.



JOHN ROBBINS,

MANUFACTURER OF

Copper, Brass, & White Metal Checks,

AND

Various kinds of Railroad Lanterns.

HOYT, BADGER & DILLON,
Late S. HOYT & CO.,
MANUFACTURERS AND IMPORTERS OF
**FINE
WATCHES, JEWELRY,
AND
SILVER WARE.**
266 PEARL and 35 FULTON STS.,
U.S. HOTEL, NEW YORK.

LEWIS E. P. SMITH & CO., Copper and Iron Merchants,

397 and 399 Water st., NEW YORK,
DEALERS in Heavy Cut Boiler and Bolt Copper, Spelter, Tin, Lead, Composition, Yellow Metal, Antimony, Wrought and Cast Scrap Iron.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, March 1860.

The holders of the Bonds of this Company, due July 1, 1860, can now receive, upon application at this office, 10 per cent. in cash, upon the terms specified in the Circular attached.

The holders are also entitled to the benefit of a Sinking Fund of \$140,000 per annum, as established by the Stockholders at their annual meeting held January 9, 1860, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

S. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1860.—These Bonds are secured by the First Mortgage on the Road, amounting in the aggregate to \$3,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.

The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.

A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement.

Forms of receipt and endorsement will be furnished on application.

By order of the Board of Managers.

Sm15

W. H. MOILHENNY, Secretary.

PHENIX IRON COMPANY'S



**SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,**

With continuous lips, made to fit exactly the flanges of the rails.

SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

To Railroad Contractors.

SEALED PROPOSALS for the Graduation, Bridging, Ballasting and Track-laying of sixteen miles of the Junction and Breakwater Railroad from Milford to Georgetown, will be received by the undersigned until Tuesday, the 1st day of May next, upon which day the proposals will be opened and the lettings declared.

All necessary information can be obtained at the Engineer's Office in this place.

MILFORD, Delaware, April 2nd, 1860.

JOHN W. HOUSTON,

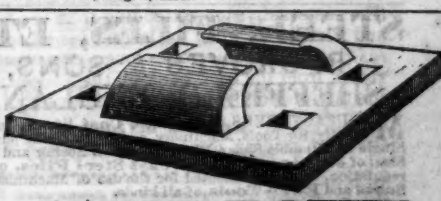
President of the Company,
T. F. TILGHMAN, Chief Eng.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States, RAILS OF SUPERIOR QUALITY, and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.

New York, Aug. 1, 1853.



JACOB ROWE,
GENERAL COMMISSION MERCHANT,
Nos. 6 & 8 Broadway, and 8 Beaver St.

ORDERS received for all sizes MERCHANT, BAR and RAILROAD IRON, AMERICAN and SCOTCH FIG IRON, SUPERIOR WROUGHT IRON RAILROAD CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.

OFFICE, 8 BROADWAY,
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Refers to
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Messrs. Wm. Oothout & Bro., Peter Cooper, Esq.,
Messrs. Marshall Leferts & Bro., James L. Jackson, Esq.

NEW YORK SMELTING COMPANY,

WORKS AT STATEN ISLAND, N. Y.
OFFICE, 51 EXCHANGE PLACE, N. Y.

Gold, Silver and Lead Ores.

THIS COMPANY ARE PREPARED TO PURCHASE OR RECEIVE ON CONSIGNMENT the above Ores on as favorable terms as can be obtained in this country or in Europe.

W. H. McVICKAR, President.

S. RUST'S PATENT (applied for) OIL CANS.

This improvement consists in a chamber or inner wall, on the top of the body of the Can, to catch and save the drippings that come from the tube after using.

The chamber is made large enough to save all drippings that will be accumulated while using a can full of oil, and when the tube is unscrewed to refill the Can, the oil therein collected will run back, keeping the Can always clean on the outside, as well as saving the drip-

pings which are always waste, when using the common cans, by running down the outside & keeping them constantly covered with oil, which difficulty this Can entirely obviates.

Price from \$1.25 to \$3.50 per doz., according to size. Attention is invited to the Sewing Machine Can, which is got up in a cheap and handsome manner. Also the common Oil Cans, Door Escutcheons, Drops, Key Bases, etc., at the lowest prices.



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The only Can that will always keep clean while in use.

CAST STEEL, Of First Quality and Warranted.

BAR, TOOL, DRILL, AND DIE STEEL.
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.
CAR SPRING STEEL.
FAR superior to the ordinary kind.
FROG PLATES, POINTS.

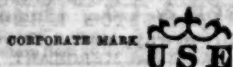
Saw, File, Cutlery, Rake, Hoe, Axe and Plough Steel. Gun Metal. Wire and Machinery Steel.
ORDERS FILLED PROMPTLY AND AT LOW PRICES.

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MANUFACTURERS of warranted Cast Steel, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, Cast Steel Files, of high reputation, especially adapted for the use of Machinists, and Savers and Edge Tools of all kinds.
A stock of the above goods constantly on hand.



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THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or ex ship at ports in the United States.

M. K. JESUP & COMPANY,
44 Exchange Place.

New York, 1st June, 1859.

FAY, WOOD & CO.,

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MANUFACTURERS OF

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Also, PUTTY, PAINTS and COLORS.

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MASON'S SPERM OIL,

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SPERM, WHALE, LARD AND OTHER OILS,

For Railroads, Steamers, Machinery and Burning.

THE IMPERIAL LUBRICATING OIL,

MANUFACTURED BY

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For Railroads,
Machine Shops,
Steamships,
Mills, etc.

THIS OIL having been before the public for a long time, and having been extensively used in different parts of the country, and on each occasion meeting with unqualified approval, renders the manufacturers confident when making the following claims:—

1st. Its first cost is much less than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will not in any way gum or clog up any journal or bearing, all the gum in the Oil being entirely decomposed.

3rd. It will keep all journals and bearings cool, clean and bright as new, thus not only saving wear and tear, but saving also no inconsiderable amount of motive power.

4th. It is fully as durable as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is sweet and clean, and entirely free from all odor or unpleasant smell.

6th. It will remain limpid at as low a temperature as sperm.

CERTIFICATES from a large number of Railroad and Steamboat officers, also, prominent Manufacturers and Machine Builders, can be seen by application as above.

OIL! OIL! PEASE'S

IMPROVED ENGINE and SIGNAL OIL,

FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF

MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be superior for Burning, and TWENTY-FIVE per cent. more durable than Sperm Oil, for Lubricating, and the only Oil that is in all cases reliable, that will keep bearings cool, and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer. The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it superior to any other for Lubricating.—For sale ONLY by the Inventor

F. S. PEASE, 61 Main St., BUFFALO.

Reliable orders filled for any part of the United States or Europe.

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INGOT COPPER, PIG LEAD, BLOCK TIN, SPELTER, Sheet Zinc, Antimony, Tin Plates, Roofing Plates, Pig, Bar, Hoop, Sheet and Boiler Iron.

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Hon. DANIEL F. TIEMANN, Mayor, New York.
Wm. A. COBB, Esq., Pres't Fulton Fire Insurance Co., N. York.
Messrs. T. B. CODDINGTON & Co., New York.
" P. & J. P. HAWES & Co., Boston.
" FARRAR, FOLLETT & Co., "
" E. J. ETTING & BROTHER, Philadelphia.
" NATHAN TROTTER & Co., "
" E. L. PARKER & Co., Baltimore.
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ANTIMONY. PIG LEAD. INGOT COPPER.

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PHENIX BLACK LEAD CRUCIBLES.

Dealers and consumers are invited to inspect our stock consisting of every article known in the trade, viz. Builders', Machinists' and Founders' Materials. Stub's and Norton's Files, Tools, etc., etc. METALS OF EVERY KIND.
Favorable terms to first class buyers.

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Braziers & Sheet Copper,

YELLOW SHEATHING METAL, BOLTS AND NAILS,

COPPER BOTTOMS,

Locomotive Strips, Tubing Bolts and Bars,

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Large Flats and extra-sized Sheets, rolled to order at short notice,

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Also, Smoke Stacks and Russia Iron Jackets.

Also, COPPER FLUES OF SUPERIOR QUALITY, and

All other Copper Work for Locomotive and Stationary Engines.

Brass and German Silver Name and Number Signs

FOR LOCOMOTIVE ENGINES,

Furnished at unusual short notice.

THE FARNLEY IRON CO.,

Near LEEDS, Yorkshire,
MANUFACTURERS OF
LOCOMOTIVE TIRES,
TIRE BARS,
BOILER PLATES, ETC.

The undersigned are prepared to execute orders for

TIRES,

Manufactured at these celebrated Works,
OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.

The quality of the FARNLEY IRON is precisely the same as that of LOW MOOR and BOWLING, being from the same bed of mineral.

For sale, at manufacturer's prices, by

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SOLE AGENTS for the UNITED STATES and CANADAS.

IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,
1½ to 7 inches outside diameter, cut to definite length, 2 to 30 feet as required.

Wrought Iron Welded Tubes,
from ½ to 5 inches bore, with Screw and Socket Connections.
T's, L's, Stops, Valves, Flanges, etc., etc.

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MORRIS, TASKER & CO.,
PASCAL IRON WORKS.

Established 1821.

WAREHOUSE-209 SOUTH THIRD STREET,
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WHEEN MORRIS,
THOS. T. TASKER, JR.

CHAS. WHEELER, JR.,
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LACKAWANNA IRON AND COAL COMPANY, SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a quality of iron not surpassed.

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for RAILROAD IRON of any pattern and weight, Car Axles, Spikes, and Merchant Iron. They have on hand patterns for T Rails, of the following weights per lineal yard, viz—25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, 46 Exchange Place, N.Y.

Address J. H. SCRANTON, President,
Scranton, Pa.
or DAVID S. DODGE, Treasurer,
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NEW YORK

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS, Broker,
72 Beaver st., New York.

RAILROAD IRON.

THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of RAILROAD IRON at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
Boston, June, 1851. 29 Central Wharf.

RAILROAD IRON.

CONTRACTS for RAILS, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

MORRIS, WHEELER & CO.,

SUCCESSORS TO

MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.

IRON AND STEEL
IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES, RAILROAD IRON,
BOILER RIVETS, CUT NAILS AND SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, orders for any description of IRON can be executed.

RAILROAD IRON.

WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the CAMBRIA IRON COMPANY, situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.

PHILADELPHIA { NORTH PENNA. R. R. BUILDING,
OFFICE. No. 407 Walnut st.

RAILROAD IRON.

THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.

C. CONGREVE & SON,
13 Cliff st., N. Y.

RAILROAD IRON AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Downlaid Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

THE subscriber is prepared to enter into CONTRACTS FOR RAILS delivered at an English port or at a port in the United States.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Erie Rails, 57 to 59 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
17 William Street, N. Y.

LYONS' TABLES.

To Civil Engineers and Contractors.

JUST PUBLISHED—A set of Tables for finding, at a glance, the true cubic contents of Excavation and Embankments for all Bases, and for every variety of Ground and Side Slopes. By M. E. LYONS, C. E.

SHEET NO.	13 for Base 1st Slope.	14 to 1
1. General Table for all Bases and all Slopes.	14. " 20 " 1½ to 1	15. " 24 " 1½ to 1
2. For Side Hill Cuts and Fills.	16. " 24 " 1½ to 1	17. " 25 " 1½ to 1
3. Base 12 ft. Slopes.	18. " 26 " 1½ to 1	19. " 28 " 1½ to 1
4. " 14 " 1½ to 1	20. " 30 " 1 to 1	21. " 30 " 1½ to 1
5. " 15 " 1½ to 1	22. " 32 " 1 to 1	23. " 32 " 1½ to 1
6. " 16 " 1 to 1	24. " 32 " 1½ to 1	
7. " 16 " 1½ to 1		
8. " 16 " 1 to 1		
9. " 16 " 1 to 1		
10. " 18 " 1 to 1		
11. " 18 " 1 to 1		
12. " 18 " 1 to 1		

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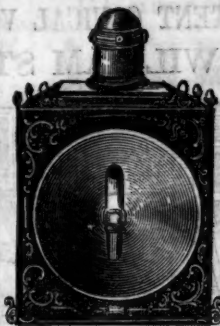
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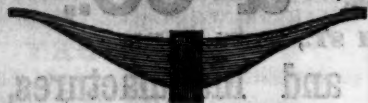
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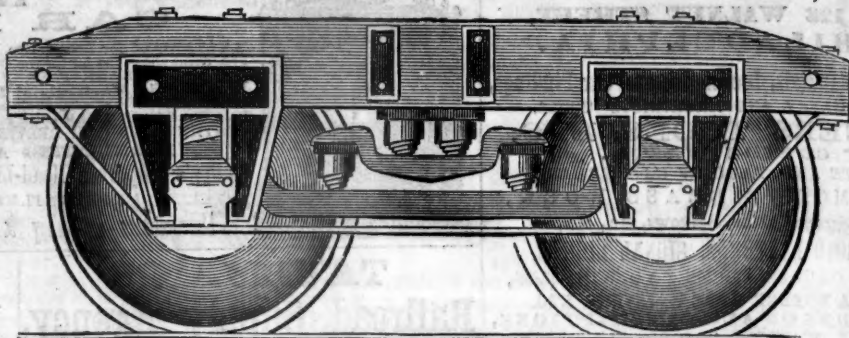
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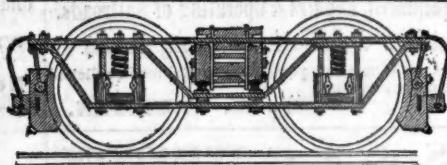
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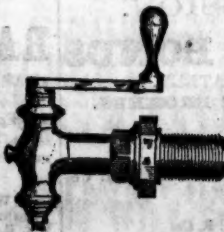
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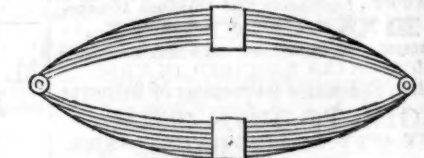
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